



Horizon Research

**Regional Land Transport Plan Survey
Prepared for the Greater Wellington Regional Council**

February 2023



Contents

Survey Overview	1
Summary of results	2
1. Response to targets for next 10 years	5
2. Importance of investment priorities.....	7
3. Thoughts about transport investment priorities.	10
4. Reducing emissions and responsibility	13
5. Will people change travel behaviour to produce lower emissions?.....	15
6. Infrastructure needs to improve to change travel behaviour.	18
7. Can people do more to reduce transport emissions?.....	19
8. Solutions to reduce vehicle emissions.	20
9. Existing infrastructure in Wellington region	23
10. Incentives to reduce emissions.....	25
Appendix 1 - Other comments.....	28

Survey Overview

Introduction

This report gives the results of a survey conducted from 27 January to 7 February 2023 about the Wellington Region's Land Transport Plan. Respondents were told that the survey was:

- Gathering information on public attitudes toward transport and vehicle emissions in the Wellington Region, and
- Gauging public opinion on Greater Wellington's current transport investment priorities as set out in the 2021 Regional Land Transport Plan (RLTP). The RLTP is a collaboration of all councils in the Wellington Region, Waka Kotahi and KiwiRail.

Method and sample details

The online survey was conducted using the Greater Wellington Regional Council's Greater Say panel supplemented by "opt-ins" from links on Facebook and was directed to people living in the Wellington Region. Greater Say is a panel managed by Horizon Research. Panel members represent the adult population in the GWRC's constituent councils.

Some 2,084 respondents completed the survey, a strong response. The sample has been weighted on age, gender and local government area to reflect the region. The survey has a maximum margin of error of $\pm 2.1\%$ overall.

The geographical breakdown of responses across the Region at the beginning of the survey was as follows (unweighted numbers):

From	n=
Pōneke / Wellington City	1,142
Te Awa Kairangi / Hutt City (Lower Hutt)	321
Te Awa Kairangi ki Uta / Upper Hutt City	150
Total Hutt Valley	471
Porirua City	150
Kāpiti Coast District	190
Wairarapa (Masterton, Carterton and South Wairarapa Districts)	131
Total	2,084

Overall research objective

To assess attitudes and opinion towards transport and vehicle emissions in the Wellington region and understand opinions on investment priorities.

Business objective

This information will assist Greater Wellington's Regional Land Transport Plan project team to understand current opinion to help inform thinking on future plans and priorities.

Summary of results

Targets for next 10 years

The Greater Wellington Regional Land Transport Plan (RLTP) is the blueprint for the region's transport network. As part of the blueprint three targets were set for the next 10 years.

These are:

- **Safety** - 40% fewer deaths & serious injuries on our roads
- **Reduce emissions** - 35% less carbon emissions from transport
- **Mode share** - 40% increase in the share of trips by active travel and public transport

Respondents were asked about how they felt about these targets.

The target with the highest approval rate was **Safety**. **41%** said that the **Safety** target was "*about right*". **25%** said it was "*too ambitious*". The groups more likely to think that it is "*too ambitious*" are:

- Living in Te Awa Kairangi ki Uta / Upper Hutt (37%)
- Living in Wairarapa (46%)
- Males (32%)
- 55-64 year olds (30%)
- Māori (40%).

42% said the target to **Reduce emissions** was "*not ambitious enough*". The groups more likely to think this were:

- Living in Pōneke / Wellington City (47%)
- 16-24 year olds (57%)
- 25-34 year olds (54%)

Nearly a quarter (**24%**) believed it was "*too ambitious*". The groups more likely to think this were:

- Living in Kāpiti Coast (33%)
- Living in Te Awa Kairangi ki Uta / Upper Hutt (37%)
- Living in Wairarapa (35%)
- Males (31%)
- 65-74 year olds (30%)
- Māori (39%)

32% said **Mode share** target was "*about right*".

Investment Priorities

Of five priority areas cited to respond to the most significant and urgent transport problems in the region, **Public Transport Capacity** was the most important. **95%** said it was “*very important/important*”. **74%** said it was “*very important*”. Respondents more likely to think it “*very important*” were:

- Living in Pōneke / Wellington City (79%)
- Female (80%)
- 25-34 year olds (81%).

Travel Choice was very important to 56% of respondents. The respondents who were more likely to think it “*very important*” were:

- Living in Pōneke / Wellington City (61%)
- Females (64%)
- 16-24 year olds (71%)
- 25-34 year olds (65%)
- 35-44 year olds (62%).

72% strongly agreed/agreed that “**Reduced transport emissions will benefit everyone**”. **70%** also believed that the government (central and local) needs to do more to reduce transport emissions.

Changing travel behaviour

Respondents were asked about the trips they made and whether or not they would change their travel behaviour to something that produces lower emissions.

Just as many respondents said they were likely to change travel behaviour as not change their behaviour.

The trip most likely to change was for **Work, work related reasons** - **39%** said they were *extremely likely/likely* to change (**18% extremely likely**).to change and.

- **23% of 35-44 year olds** said they were *extremely likely* to change.

40% said they were *extremely unlikely/unlikely to change* their behaviour for work travel (**25% extremely unlikely**). Respondents who are *extremely unlikely* to change were:

- Living in Te Awa Kairangi ki Uta / Upper Hutt (39%)
- Living in Wairarapa (37%)
- Males (28%)
- 65-74 year olds (30%).

Current infrastructure and solutions – Public transport

When asked about infrastructure, there was a strong belief that the infrastructure needed to improve before people could change their travel behaviour. Overall, **72%** said they *agreed* with this statement, **43%** *agreeing strongly*.

93% of respondents **said that improved frequency, coverage, quality and cost of public transport** is the solution that will work best for Wellington region to reduce vehicle emissions.

97% of respondents living in **Wairarapa** picked this statement as the solution for reducing emissions.

59% said there was not enough **public transport in their area**. The respondents more likely to have said this were:

- Living in Wairarapa (83%)
- 35-44 year olds (64%)
- Māori (73%).

In order to reduce vehicle emissions, respondents were asked which incentives or regulations they would support. **Public transport quality** had highest level of support: Overall, **92%** said they **“extremely support/support it”** (**70%** said they **“extremely support”** it).

The respondents more likely to *“extremely support”* were:

- Living in Pōneke / Wellington City (73%)
- Females (77%)
- 25-34 year olds (84%).

Reducing public transport fares was the second incentive chosen by respondents. **57%** said they **“extremely support”** it. Overall this has **84%** said they **“extremely support/support it.”**

The respondents more likely to *“extremely support”* were:

- Females (63%)
- 25-34 year olds (72%).

REPORT

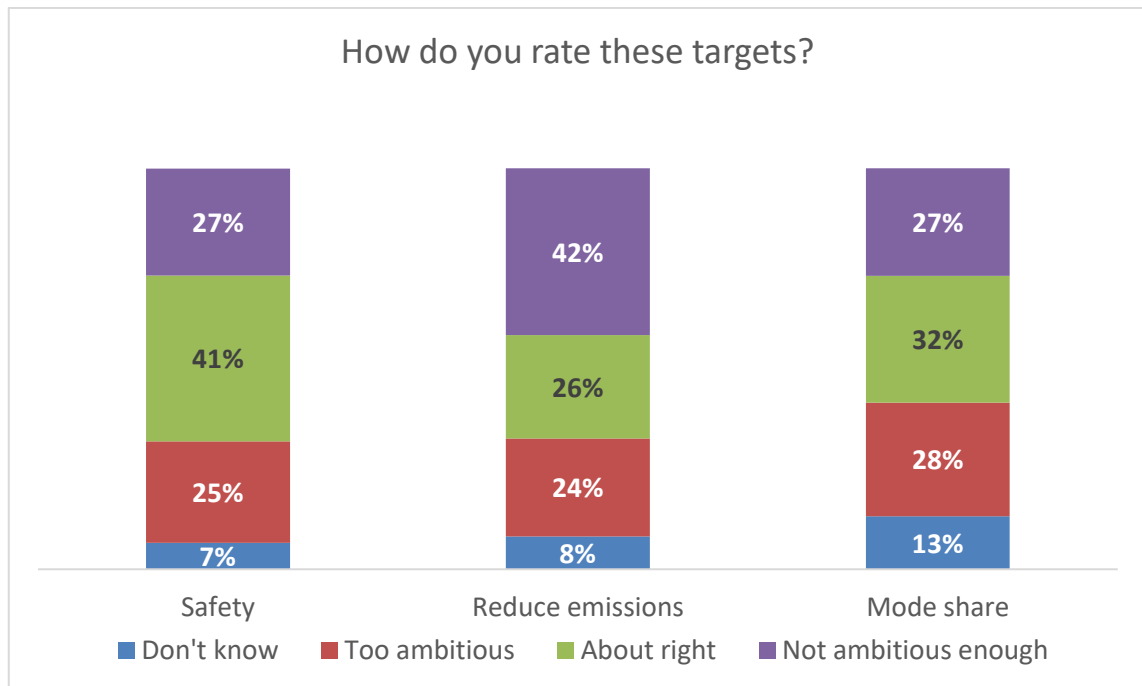
1. Response to targets for next 10 years

Respondents were told about the blueprint for the region’s transport network. They were told that the following three targets have been set to achieve in the next 10 years.

- **Safety** - 40% fewer deaths & serious injuries on our roads
- **Reduce emissions** - 35% less carbon emissions from transport
- **Mode share** - 40% increase in the share of trips by active travel and public transport.

When asked how they rated the targets:

- The target with highest rating was **Safety** - **41%** felt the safety target was **about right**,
- **42%** said that the target for **reducing emissions** was **not ambitious enough**,
- **32%** said **mode share** was **about right** and **13%** **didn't know**.



Sample size: 2,084

There are differences across groups on how they rate the different targets. The groups who were more likely to rate whether the targets were “not ambitious enough,” “too ambitious” or “just right” are shown below.

Rate Safety target		
Not ambitious enough Total (27%)	Too ambitious Total (25%)	About right Total (41%)
No significant differences	Lives in Te Awa Kairangi ki Uta / Upper Hutt (37%) Lives in Wairarapa (46%) Males (32%) 55-64 year olds (30%) Māori (40%)	Lives in Pōneke / Wellington City (45%)

Reduce emissions		
Not ambitious enough Total (42%)	Too ambitious Total (24%)	About right Total (26%)
Lives in Pōneke / Wellington City (47%) 16-24 year olds (57%) 25-34 year olds (54%)	Lives in Kāpiti Coast (33%) Lives in Te Awa Kairangi ki Uta / Upper Hutt (37%) Lives in Wairarapa (35%) Males (31%) 65-74 year olds (30%) Māori (39%)	55-64 year olds (31%)

Mode share		
Not ambitious enough Total (27%)	Too ambitious Total (28%)	About right Total (32%)
Lives in Pōneke / Wellington City (32%) Males (30%) 25-34 year olds (35%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (42%) Lives in Wairarapa (38%) Males (34%) 45-54 year olds (36%) Māori (41%)	Lives in Porirua (40%) Females (38%) Asian (47%)* ¹

¹ * Asterisks indicate low sample sizes (between n=30 and n=50) meaning results are indicative. Results for samples of less than n=30 are not shown as these results are likely to be unreliable. This analysis protocol is used throughout the report.

2. Importance of investment priorities

Respondents were told that the “*RLTP identifies five priority areas requiring investment over the next 10 years. These transport investment priorities are designed to respond to the most significant and urgent transport problems in the region.*”

The priority areas respondents were asked about were:

- **Public Transport Capacity** - Build capacity and reliability into the Wellington Region's rail network and into Wellington City's public transport network to accommodate future demand.
- **Travel Choice** - Make walking, cycling and public transport a safe sustainable and attractive option for more trips throughout the region.
- **Strategic access** - Improve access to key regional destinations, such as ports, airports and hospitals for people and freight.
- **Safety** - Improve safety, particularly at high-risk intersections and on high-risk rural and urban roads.
- **Resilience** - Build resilience into the region's transport network by strengthening priority transport lifelines and improving redundancy in the system.

When asked which of the five priority areas requiring investment were important to them respondents gave all priority areas a high rating of Very important/important of 78% or more.

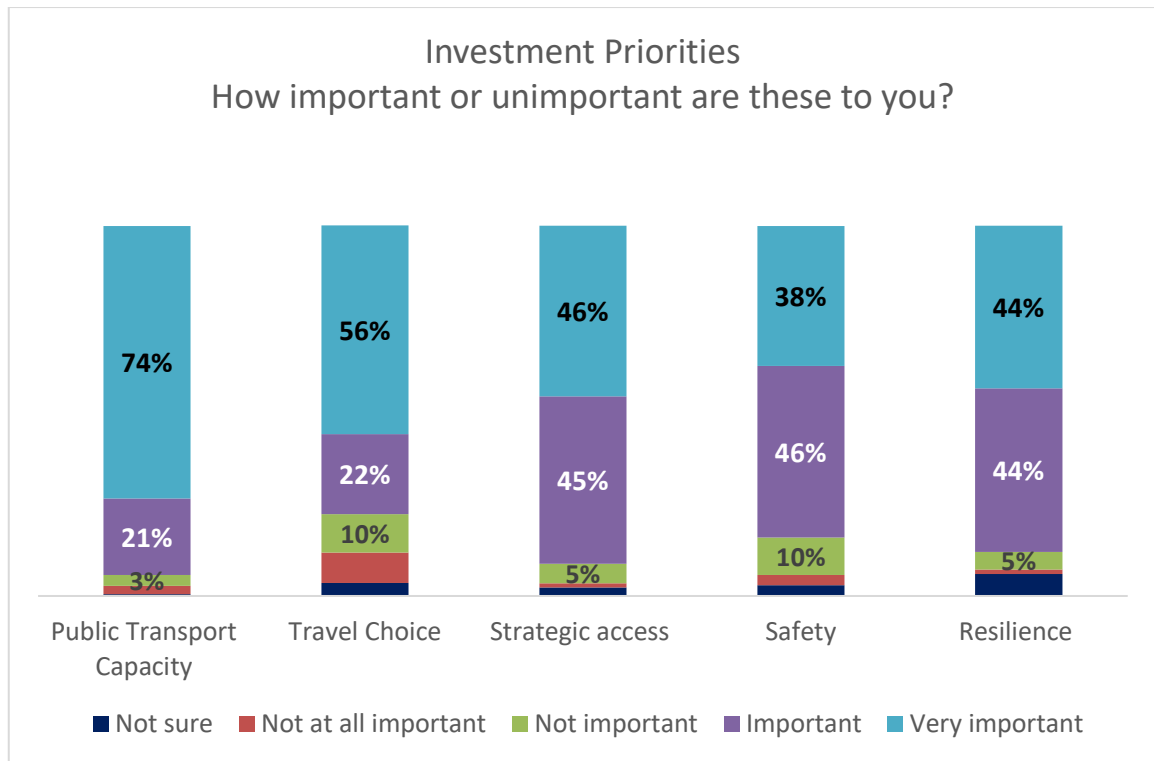
Public Transport Capacity was by far the most important with **95%** said it was *very important/important*. **74%** said it was *very important* to them.

91% said **Strategic access** was *very important/important*. **46%** said it was *very important*.

88% rated **Resilience** as *very important/important* with **44%** said it was *very important*.

84% said **Safety** was *very important/important* with **38%** said it was *very important*.

78% rated **Travel Choice** as *very important/important*. **56%** said it was *very important*.



Sample size: 2,084

The groups who were more likely to rate importance of the priority areas are detailed below.

Public Transport Capacity	
Very important Total (74%)	Not at all important Total (2%)
Lives in Pōneke / Wellington City (79%) Female (80%) 25-34 year olds (81%) Asian (90%)*	No significant differences
Important Total (21%)	Not important Total (3%)
Lives in Te Awa Kairangi ki Uta / Upper Hutt (28%) Males (24%) 55-64 year olds (26%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (7%) Males (5%)

Travel Choice	
Very important Total (56%)	Not at all important Total (8%)
Lives in Pōneke / Wellington City (61%) Females (64%) 16-24 year olds (71%) 25-34 year olds (65%) 35-44 year olds (62%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (15%) Males (13%)
Important Total (22%)	Not important Total (10%)
65-74 year olds (28%) 75+ year olds (34%)	Males (13%) 55-64 year olds (16%) 65-74 year olds (15%)

Strategic Access	
Very important Total (46%)	Not at all important Total (1%)
Lives in Kāpiti Coast (55%) Lives in Te Awa Kairangi ki Uta / Upper Hutt (55%) 65-74 year olds (57%) Asian (62%)	Another gender (20%)*
Important Total (45%)	Not important Total (5%)
No significant differences	No significant differences

Safety	
Very important Total (38%)	Not at all important Total (3%)
Females (44%) Asian (54%)	Males (4%)
Important Total (46%)	Not important Total (10%)
Lives in Porirua (56%)	Lives in Wairarapa (18%) Males (15%)

Resilience	
Very important Total (44%)	Not at all important Total (1%)
Asian (60%)	45-54 year olds (3%)
Important Total (44%)	Not important Total (5%)
No significant differences	No significant differences

3. Thoughts about transport investment priorities.

Respondents were asked about their thoughts on the transport investment priorities. This was an open end question and the key themes left by 997 respondents who commented are detailed below.

Public Transport	54%
Reliability of public transport	31%
Cycling (includes cycle lanes)	52%
Improvements/Investments to roads	46%
Safety	24%
Reducing emissions	15%
Investment required	13%
Consider accessibility for elderly/disabled	7%
Public transport affordability	2%

Below is further detail of what respondents had to say for the top five themes.

Public Transport

Public transport needs to be more **reliable** – cancellations and changes to timetables are frustrating and for some it means they have stopped using public transport. Below is an illustration of comments that cover this.

“The train and bus network needs to be reliable and not cancelled constantly so that people can trust it. The problems metlink are facing at the moment will take years for people to get over and so it will be a long time before many people start using these.”

“Public transport is so unreliable. It can take 45 minutes each way that takes 5 minutes in the car. This is factoring in the late and non-arrival of buses and the distance of Rail links to Lower Hutt CBD if you have a mobility issue.”

“Prioritising public transport is paramount if you want people out of cars. Until the service is reliable people are not going to change. I stopped using public transport as the bus from Khandallah to the hospital was cancelled and it now takes me 2 buses and over an hour to get home.”

“It is cheaper, faster, and WAY MORE reliable for me to drive into the city rather than public transit. Just about every time I try to take a bus it is cancelled, late, or drives right by me without slowing down.”

Cycling (includes cycle lanes)

There are two camps for cycling and in particular cycle lanes. Some who say more are required as it's dangerous and it is taking a long time to build them. The other group saying too much is being spent on cycle ways and more needs to be directed to road improvement.

Below is an example of comments that cover this.

"Please spend less on cycleways for a handful of commuters and concentrate on better roads and public transport. Wgtn is not designed for cyclists i.e. wind, weather, hills etc. I live in Whitby which is a fast growing suburb but the infrastructure is not growing with it. I drive over the Haywards twice every day and although it is being upgraded I was surprised to see that it does not have a proper median barrier for the entire length of what we know is a dangerous road and one of Wgtn's main arterial routes."

"From what I have observed the answer to these priorities so far appears to focus entirely on cycling and removing car parks, ignoring public transport and walking. More cycle ways are not needed as they are expensive and exclude anyone who does not or cannot cycle (eg. parents, those who can't afford bikes, older people, the disabled....). Public transport is far more inclusive and more sustainable over all terrain and weathers and should be the focus of council efforts."

"Difficult to express my preferences. Reduce co2 number 1. Better public transport and much better cycling facilities needed. Cycling facilities progress is painfully slow. Nothing whatsoever in Upper Hutt. Really hopeless situation out here and getting worse. Council anti cycling."

"Push for the Levin bypass to be completed. Provide more off-street places and tracks for cycling. Improve cross-city flow around Basin Reserve and Mt Victoria Tunnel."

"Wellington's public transport is absolutely dismally pathetic and overpriced, and cycling is horrendously dangerous still and needs vast improvement."

Improvements/ investment to roads

When talking about the roads, respondents mentioned that they needed improvement or investments. The current state of the roads was not to an expected standard or seen as resilient for the future.

"Safety improvements is about changing behaviour as well as improvements in our roads. Wellington can't change behaviour on its own. Also needs judges to be consistent in sentencing....which they are not."

"We need to stop slowing motorists down as a safety improvement, rather we need to improve our road design and maintenance. SH2 should not be going through the CBD. Busses can use roads too. We don't have practical public transport alternatives in the Wairarapa due to our population. The train is always late, and the times are terrible. You can't catch it to the airport reliably."

"With regards to the resilience in the system...this shouldn't necessarily mean new road ways. But improving the ones we have. Otherwise I feel this priority will just be used to justify new roads when the bigger priorities should be mode shift to reduce emissions and mitigate climate change. The safety priority should also take into consideration global evidence about road design. Making roads wider with bigger shoulders etc seems safer but actually makes

drivers feel safe to go faster thus actually making them more dangerous. Safety should be viewed from every angle as well, how is this road safe for walkers, cyclists and drivers (putting the more vulnerable as top priority) rather than just making something safe for drivers.”

Safety

Safety covers a variety of areas. Some talk about the roads being maintained or improved to make it safer for driving. There is also a group who talk about making it safer for cyclists.

“I am a cyclist but find some of the cycle lanes make me feel unsafe therefore I do not use them.”

“As a car driver, regular user of public transport and previous cyclist I grieve the mess that is cycle lanes in Wellington. Doesn’t achieve safe separation on any of these routes. The routes I used to use are now less safe!”

“All you are doing is listing the priorities, but the key is how you are going about them. For example, “improving safety” is all about slowing down as if that is the only way to achieve. How about building safer roads and looking at driver competence? A huge number of numbers drive too closely and don’t the signalling rules at roundabouts. Re-licencing would be better than ridiculously slow speed limits. Secondly, why does the aim to improve access for cyclists and walkers always assume making things harder for drivers? Parking spaces are disappearing all over the place. This will not reduce the number of drivers. It will increase carbon output as drivers cruise round looking for a park, reduce the income for the council from parking fees, and increase the profits of Wilson Parking who will happily take up whatever the council loses. I support cycling but the proportion of money on this tiny minority of road users is seriously excessive.”

“Repair the roads to an international standard install more passing lanes .most off the vehicles traveling the roads are modern safe machines, the roads are third world .”

“Prioritising road safety has led to frustrating changes to road rules, and ongoing road works that have made travel between towns in Wairarapa more difficult. This has not been accompanied by improvements in public transport so it has led to decreased utility for residents, and that is fuelling frustration. Please prioritise improving public transport within Wairarapa and between Wairarapa and Wellington.”

4. Reducing emissions and responsibility

Respondents were told:

“One of the main targets in the Regional Land Transport Plan is to reduce carbon emissions from transport by 35% by 2030.

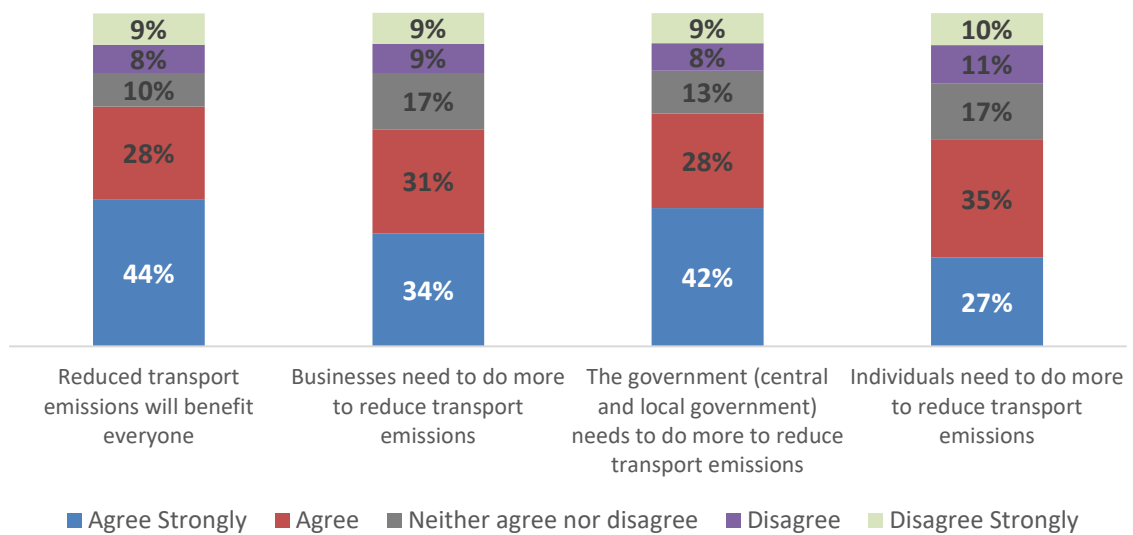
“This would mean greater use of low-emission vehicles, public transport, walking and cycling to help reduce the impact of climate change.”

They were then asked how much they agreed with some statements about emissions and responsibility.

72% of respondents said they **strongly agree/agree** that **“Reduced transport emissions will benefit everyone”**. With **70%** agreeing that the government (central and local) needs to do more.

65% believe that businesses need to do more and **62%** also said it is up to individuals to do more to reduce transport emissions.

How far would you agree or disagree with the following statements?



Sample size: 2,076

Significant differences in agreement with the statements are detailed in the tables below:

Reduced transport emissions will benefit everyone	
Agree strongly Total (44%)	Disagree strongly Total (9%)
Lives in Pōneke / Wellington City (52%) 16-24 year olds (61%) 25-34 year olds (52%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (17%) Males (13%)
Agree Total (28%)	Disagree Total (8%)
No significant differences	No significant differences

Businesses need to do more to reduce transport emissions	
Agree strongly Total (34%)	Disagree strongly Total (9%)
Lives in Pōneke / Wellington City (40%) 16-24 year olds (47%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (19%) Males (13%)
Agree Total (31%)	Disagree Total (9%)
No significant differences	55-64 year olds (12%) Māori (19%)

The government (central and local government) needs to do more to reduce transport emissions	
Agree strongly Total (42%)	Disagree strongly Total (9%)
Lives in Pōneke / Wellington City (47%) 16-24 year olds (57%) 25-34 year olds (53%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (18%) Males (13%)
Agree Total (28%)	Disagree Total (8%)
65-74 year olds (35%)	Lives in Kāpiti Coast (16%) Males (11%) 55-64 year olds (14%) Māori (18%)

Individuals need to do more to reduce transport emissions	
Agree strongly Total (27%)	Disagree strongly Total (10%)
Females (31%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (21%) Lives in Wairarapa (17%) Males (14%)
Agree Total (35%)	Disagree Total (11%)
No significant differences	No significant differences

5. Will people change travel behaviour to produce lower emissions?

Respondents were asked about the trips they made and whether they would change their travel behaviour to something that produces lower emissions.

Just as many respondents said they were likely to change travel behaviour as not change their behaviour.

The three trips most likely to be changed were:

Work, work related reasons

- **18%** said they were *extremely likely* to change and;
- **39%** said they were *extremely likely/likely* to change.
- However, **40%** said they were *extremely likely/likely* to change (**25%** *extremely unlikely*).

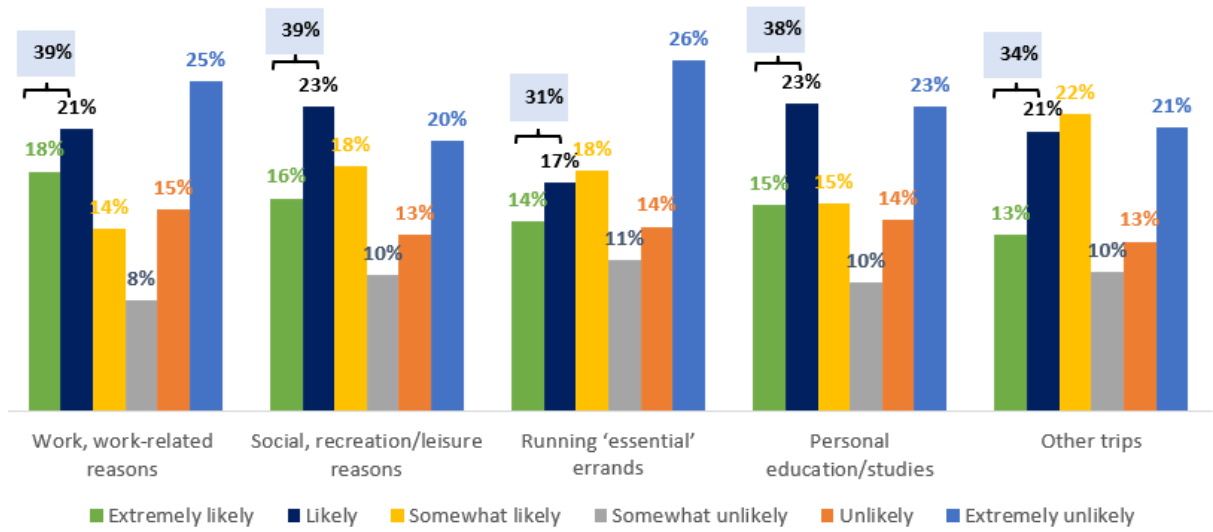
Social, recreation/leisure reasons

- **16%** said they were *extremely likely* to change their behaviour and;
- **38%** said they were *extremely likely/likely* to change.
- **38%** said they were *extremely unlikely/unlikely to change* (**20%** *extremely unlikely*).

Running essential errands

- **14%** said they were *extremely likely* to change travel behaviour,
- **31%** said they were *extremely likely/likely* to change.
- **40%** said they were *extremely unlikely/unlikely to change* (**26%** *extremely unlikely*).

How likely or unlikely is it that you would consider changing your current travel behaviour to something that produces lower emissions?



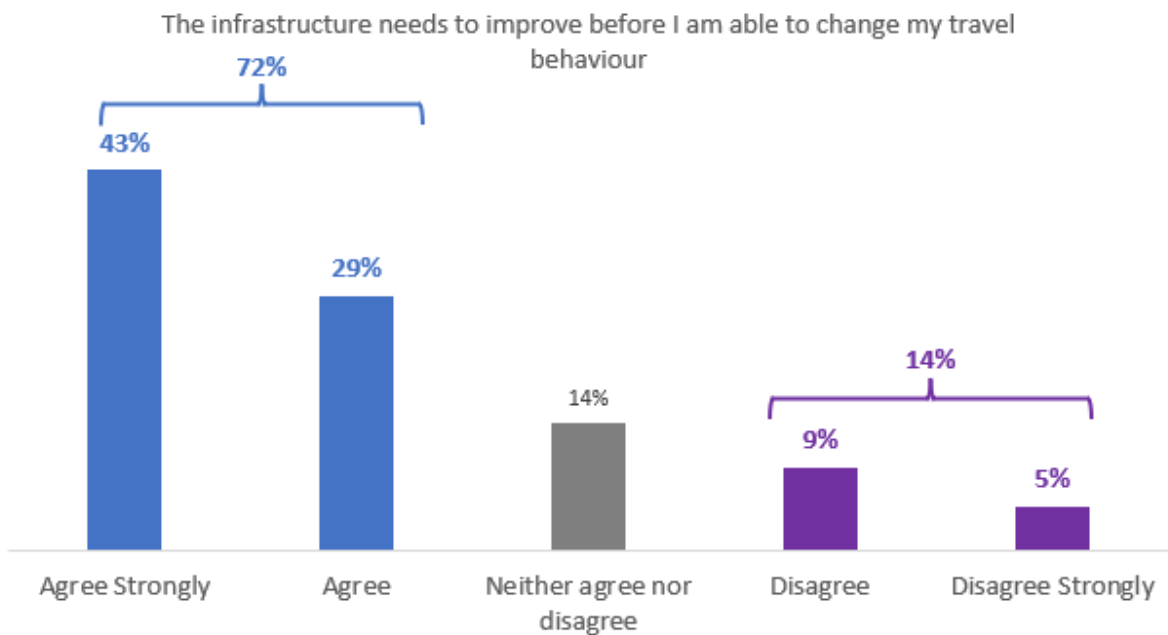
■ = extremely likely/likely

Below is a summary of the groups who rate significantly higher whether they would either **extremely likely** or **extremely unlikely** change their travel behaviour.

Trips	Extremely <u>likely</u> to change behaviour	Extremely <u>unlikely</u> to change behaviour
Work, work-related reasons	35-44 year olds (23%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (39%) Lives in Wairarapa (37%) Males (28%) 65-74 year olds (30%)
Social, recreation/leisure reasons	Lives in Pōneke / Wellington City (20%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (31%) Lives in Wairarapa (35%) Males (24%)
Running 'essential' errands (e.g. groceries, personal business, medical appointments, other appointments)	Lives in Pōneke / Wellington City (17%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (40%) Lives in Wairarapa (35%)
Transporting others (e.g. school/activity drop-off)	Lives in Pōneke / Wellington City (14%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (34%) Lives in Wairarapa (34%) 45-54 year olds (31%)
Personal education/studies	Lives in Pōneke / Wellington City (19%) 16-24 year olds (28%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (34%) Lives in Wairarapa (35%) 45-54 year olds (28%) 75+ year olds (31%)
Other trips	Lives in Pōneke / Wellington City (16%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (36%) Lives in Wairarapa (34%) Males (26%) 45-54 year olds (26%)

6. Infrastructure needs to improve to change travel behaviour.

When asked about infrastructure, there was a strong belief that the infrastructure needed to improve before people were able to change their travel behaviour. **72%** said they *agreed/strongly agreed* with this statement. **43%** *agreed strongly* that it needed to change.

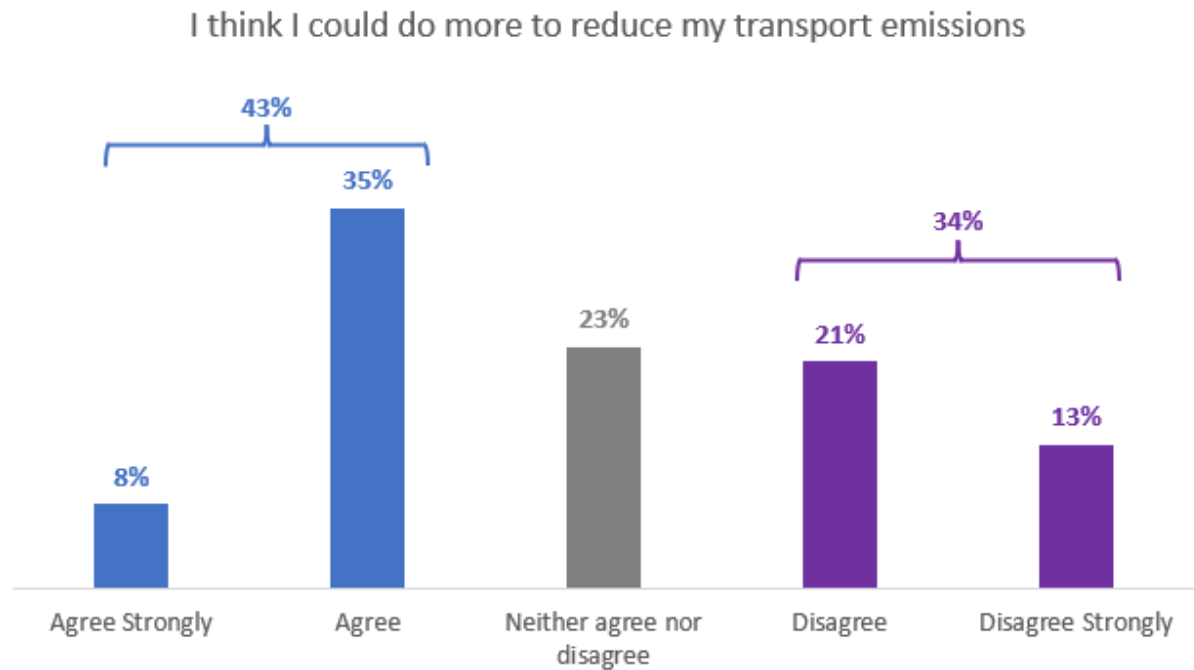


At **52%**, **25-34 year olds** were more likely to *agree strongly* with the infrastructure needing to improve before changing travel behaviour.

7% of **males** were more likely to *disagree strongly* with this statement.

7. Can people do more to reduce transport emissions?

When asked if they think they could do more to reduce transport emissions, **43%** said they *agreed/strongly agreed*. **35%** of this group agreed and 8% strongly agreed. Around a third (**34%**) *strongly disagreed/disagreed*.

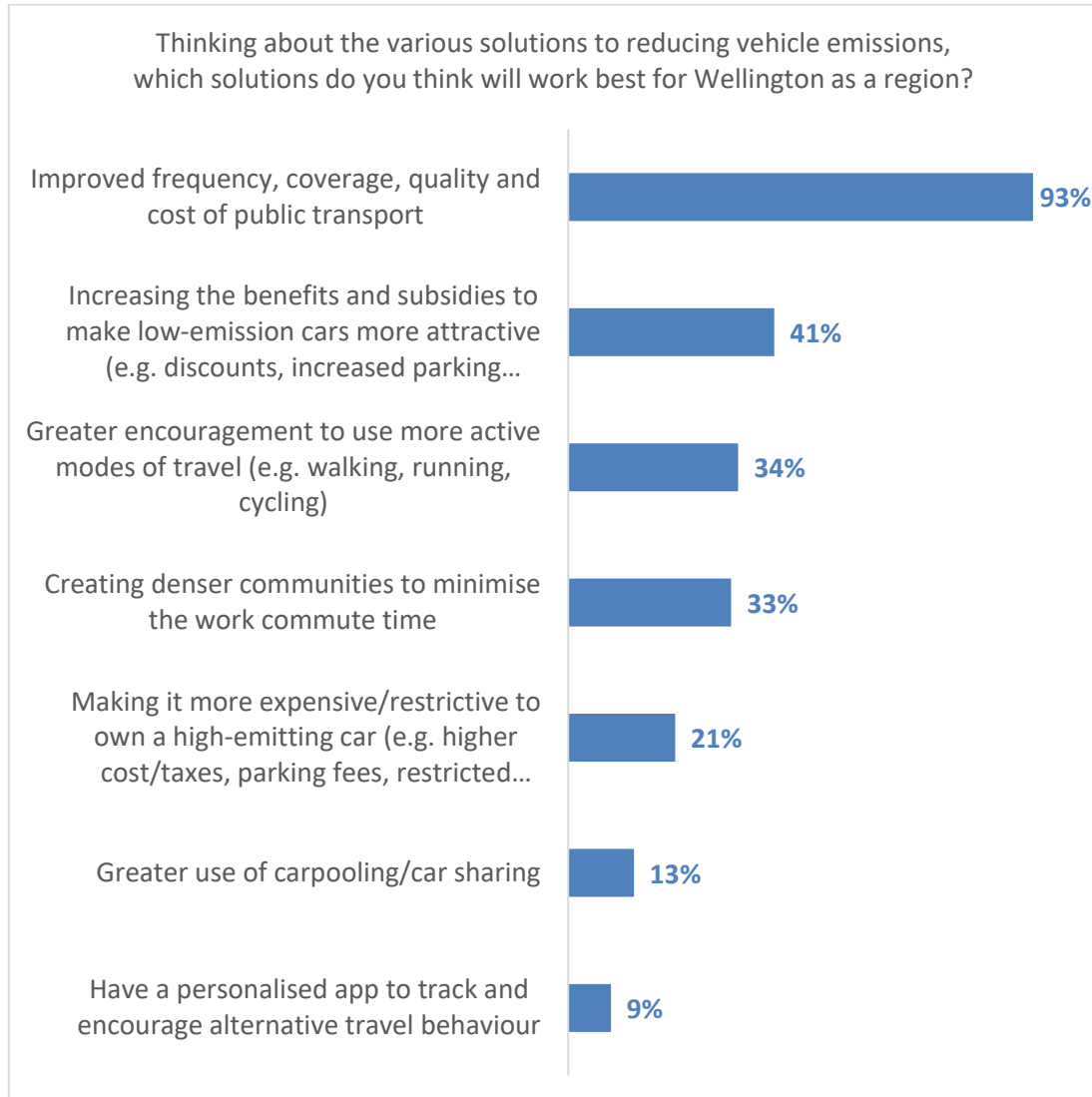


18% of respondents in **Te Awa Kairangi ki Tai / Lower Hutt** *strongly disagreed* with this statement and also **21%** of respondents in **Wairarapa**.

42% of **35-44 year olds** *agreed* they could do more to reduce transport emissions.

8. Solutions to reduce vehicle emissions.

When asked about solutions to reduce vehicle emissions that work best for the region, **improving frequency, coverage, quality and cost of public transport** was picked by the majority (**93%**).



Improving frequency, coverage, quality and cost of public transport was the top solution for **97%** of respondents living in **Wairarapa**.

Respondents in **Pōneke / Wellington City** were more likely to think that *“Creating denser communities to minimise the work commute time”* (**38%**) and *“Making it more expensive/restrictive to own a high-emitting car”* (**25%**) were solutions to work best for the region.

Respondents in **Te Awa Kairangi ki Uta / Upper Hutt** were more likely to think that *“Greater use of carpooling/car sharing”* (**21%**) was a solution to work best for the region.

	ALL	Region					
		Kāpiti Coast	Te Awa Kairangi ki Tai / Lower Hutt	Porirua	Te Awa Kairangi ki Uta / Upper Hutt	Wairarapa	Pōneke / Wellington City
Improved frequency, coverage, quality and cost of public transport	93%	93%	94%	91%	92%	97%	92%
Increasing the benefits and subsidies to make low-emission cars more attractive	41%	42%	36%	47%	47%	32%	42%
Greater encouragement to use more active modes of travel	34%	32%	37%	26%	30%	26%	36%
Creating denser communities to minimise the work commute time	33%	26%	25%	30%	26%	24%	38%
Making it more expensive/restrictive to own a high-emitting car	21%	15%	19%	19%	16%	13%	25%
Greater use of carpooling/car sharing	13%	18%	14%	16%	21%	10%	11%
Have a personalised app to track and encourage alternative travel behaviour	9%	5%	11%	7%	14%	11%	7%

N (unweighted)	1,938	173	289	140	135	118	1,083
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47% of 35-44 year olds said that *“Increasing the benefits and subsidies to make low-emission cars more attractive”* would work for the region.

52% of 18-24 year olds and **46% of 35-44 year olds** said that *“Creating denser communities to minimise the work commute time”* would work.

24% of 75+ year olds thought that *“Greater use of carpooling/car sharing”* and **12% of 55-64 year olds** thought that a **personalised app** were solutions to work best for the region.

	ALL	Age						
		16-24	25-34	35-44	45-54	55-64	65-74	75 or older
Improved frequency, coverage, quality and cost of public transport	93%	97%	94%	93%	91%	90%	93%	93%
Increasing the benefits and subsidies to make low-emission cars more attractive	41%	29%	39%	47%	41%	43%	43%	44%
Greater encouragement to use more active modes of travel	34%	45%	35%	36%	33%	34%	30%	19%
Creating denser communities to minimise the work commute time	33%	52%	46%	32%	25%	21%	20%	21%
Making it more expensive/restrictive to own a high-emitting car	21%	29%	23%	19%	22%	19%	18%	26%
Greater use of carpooling/car sharing	13%	11%	12%	11%	12%	13%	18%	24%
Have a personalised app to track and encourage alternative travel behaviour	9%	6%	10%	7%	6%	12%	9%	6%
N (unweighted)	1,938	52	212	362	413	473	309	117

9. Existing infrastructure in Wellington region

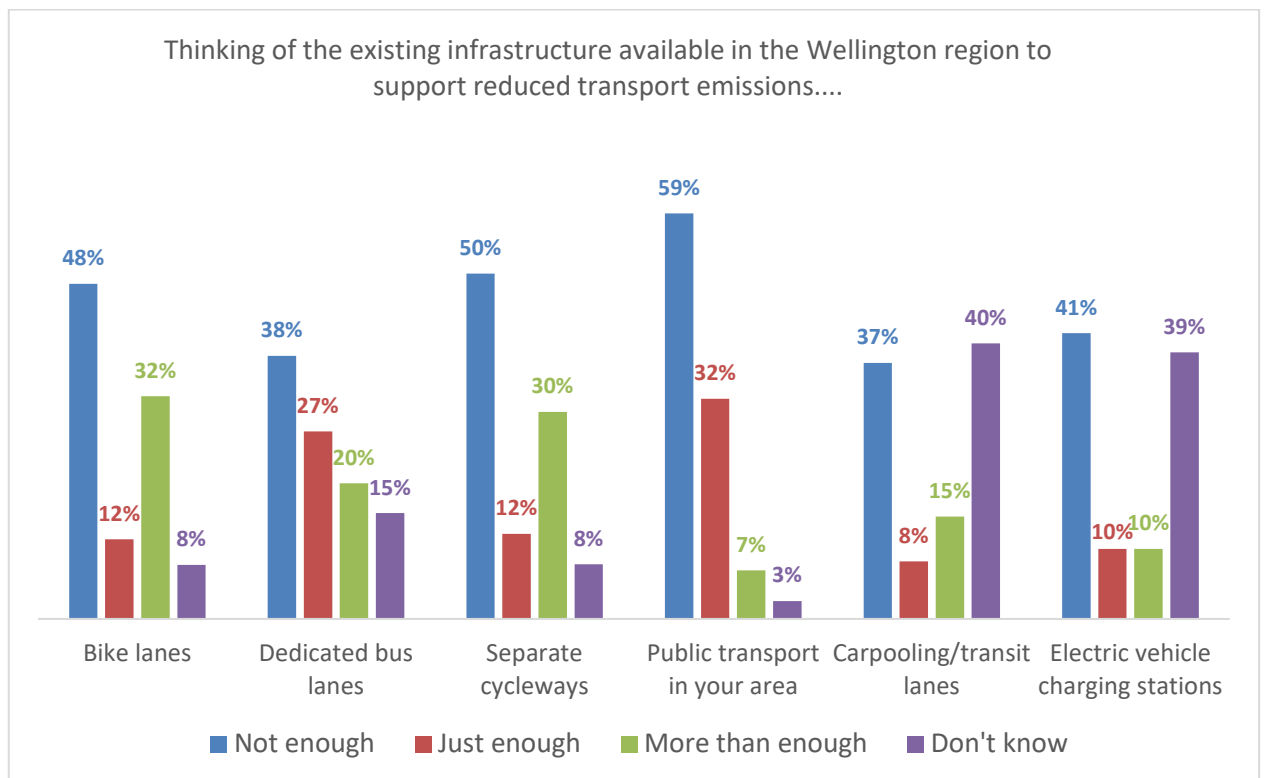
Respondents were asked if they thought there was enough of existing infrastructure in the region to support reducing emissions.

59% said there is not enough **public transport in their area**. The respondents more likely to have said there is not enough are:

- Living in Wairarapa (**83%**)
- 35-44 year olds (**64%**)
- Māori (**73%**).

50% said that there are not enough **separate cycleways** in their area. They are more likely to be **16-24 year olds (66%)** and **25-34 year olds (58%)**.

48% said there are not enough **bike lanes**. They were more likely to be **25-34 year olds (59%)**.



Below are summary tables of significant differences across groups.

Bike Lanes		
Not enough Total (48%)	Just enough Total (12%)	More than enough Total (32%)
25-34 year olds (59%) Asian (67%)*	Lives in Kāpiti Coast (19%)	Males (38%) 55-64 year olds (40%) 65-74 year olds (46%) 75+ year olds (50%) Māori (45%)

Dedicated bus lanes		
Not enough Total (38%)	Just enough Total (27%)	More than enough Total (20%)
Lives in Pōneke / Wellington City (42%) 35-44 year olds (44%) Asian (57%)*	Lives in Pōneke / Wellington City (31%)	Males (24%) 55-64 year olds (20%) 65-74 year olds (21%) Māori (37%)

Separated cycleways in your area		
Not enough Total (50%)	Just enough Total (12%)	More than enough Total (30%)
16-24 year olds (66%) 25-34 year olds (58%)	Lives in Kāpiti Coast (21%)	Male (34%) 65-74 year olds (42%) 75+ year olds (46%) Māori (43%)

Public transport available in your area		
Not enough Total (59%)	Just enough Total (32%)	More than enough Total (7%)
Lives in Wairarapa (83%) 35-44 year olds (64%) Māori (73%)	No significant differences	No significant differences

Carpooling (transit) lanes		
Not enough Total (37%)	Just enough Total (8%)	More than enough Total (15%)
Lives in Te Awa Kairangi ki Tai / Lower Hutt (43%) 35-44 year olds (43%)	No significant differences	Males (21%) 45-54 year olds (19%) Māori (28%)

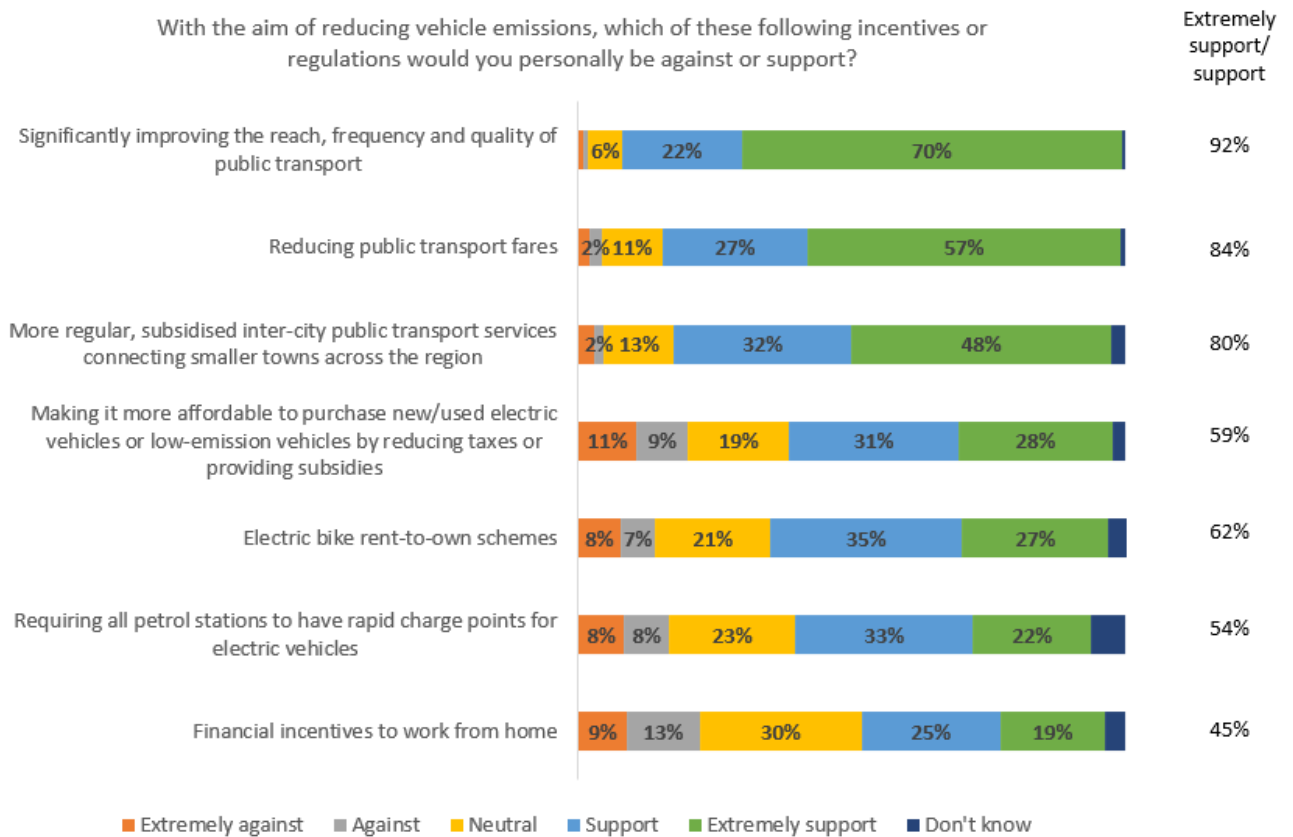
Electric vehicle charging stations		
Not enough Total (41%)	Just enough Total (10%)	More than enough Total (10%)
Males (46%) 35-44 year olds (49%)	No significant differences	Males (14%) Māori (25%)

10. Incentives to reduce emissions

In order to reduce vehicle emissions, respondents were asked which incentives or regulations they would support. **Significantly improving the reach, frequency and quality of public transport quality** had highest level of support: **92%** said they “**extremely support/support it**” (with **70%** being “**extremely support**”).

This was followed by **reducing public transport fares**. **57%** said they “**extremely support**” it. **84%** said they “**extremely support/support it.**”

The incentive with lowest support was **financial incentives to work from home**. **19%** said they “**extremely support**” it and **45%** said they “**extremely support/support it.**”



Below are summary tables of significant differences across groups.

Significantly improve reach, frequency and quality of public transport	
Extremely support Total (70%)	Extremely against Total (1%)
Lives in Pōneke / Wellington City (73%) Females (77%) 25-34 year olds (84%)	No significant differences
Support Total (22%)	Against Total (1%)
Lives in Kāpiti Coast (29%) Males (27%) Lives in Te Awa Kairangi ki Uta / Upper Hutt (30%) 55-64 year olds (30%) 65-74 year olds (34%) 75+ year olds (32%)	No significant differences

Reducing public transport fares	
Extremely support Total (57%)	Extremely against Total (2%)
Females (63%) 25-34 year olds (72%)	Males (4%)
Support Total (27%)	Against Total (2%)
55-64 year olds (32%) 65-74 year olds (39%)	No significant differences

More regular, subsidised inter-city public transport services connecting smaller towns across the region	
Extremely support Total (48%)	Extremely against Total (2%)
Lives in Wairarapa (61%) Females (52%) 16-24 year olds (70%) 25-34 year olds (61%)	Males (4%)
Support Total (32%)	Against Total (2%)
Lives in Porirua (41%) 55-64 year olds (38%) 65-74 year olds (38%) 75+ year olds (44%)	Males (3%)

Making it more affordable to purchase new/used electric vehicles or low-emission vehicles by reducing taxes or providing subsidies	
Extremely support Total (28%)	Extremely against Total (11%)
Females (32%) 35-44 year olds (35%)	Males (16%) 45-54 year olds (14%) Māori (24%)
Support Total (31%)	Against Total (9%)
No significant differences	Males (13%)

Electric bike rent-to-own schemes	
Extremely support Total (27%)	Extremely against Total (8%)
Lives in Pōneke / Wellington City (32%)	Males (12%) Māori (20%)
Support Total (35%)	Against Total (7%)
No significant differences	Males (9%)

Requiring all petrol stations to have rapid charge points for electric vehicles	
Extremely support Total (22%)	Extremely against Total (8%)
35-44 year olds (29%)	Males (14%)
Support Total (33%)	Against Total (8%)
No significant differences	Lives in Wairarapa (15%) Males (12%) 45-54 year olds (12%)

Financial incentives to work from home	
Extremely support Total (19%)	Extremely against Total (9%)
25-34 year olds (27%) Māori (34%) Asian (34%)*	Males (12%)
Support Total (25%)	Against Total (13%)
No significant differences	No significant differences

Appendix 1 - Other comments

When asked if they had further comments, **1,011** respondents made further comments. Similar to the thoughts on transport investment priorities, the main themes that came through were as below.

Public Transport	55%
Public transport reliability	48%
Cycling – lanes and safety	42%
Improvements to infrastructure needed	9%
Accessibility for elderly/disabled	9%
Investment needed	5%

Below are some comments by respondents to illustrate these themes.

Public transport was the main theme that came through with respondents saying that it needed to be more reliable and improve the services on offer – such as increasing them.

“I don't think you should be focusing on reducing emissions because this will happen as a result of you providing better public transport. So clear message “sort the bloody buses out” and this will go a long way toward reaching your emissions reduction goal.”

“More public transport in outlying areas would help, better services at weekends would help (trains from Upper Hutt to Masterton would be useful).”

“Just get the public transport system working in Wellington City - at the moment there is no incentive for people to use it because of the unreliability of the service.”

“My use of public transport has decreased significantly since the change of routes and contract. So many services are cancelled. Also changing routes so they don't run down main thoroughfares with good lighting and safe places to wait is also a disincentive for women or vulnerable others who need to catch transport at night.”

Cycling and cycling lanes need to be made safer.

“Improving the number of dedicated cycleways from suburb to city centres, and between cities, while also improving the public transport network would go a long way. Allowing bikes on all trains/buses, with dedicated bus storage on trains would be useful for those who may require a commute to/from the train stations.”

“Improve public transport and safer cycling pathway.”

“Build more cycling lanes so I can bike around the Eastbourne bays safely.”

Look at improving infrastructure

“I love the idea of more cycleways but don't believe Wgtn is the place to do it. Let's work on improving our roads. Push ahead with the Petone to Grenada North road and providing an easy across town commute. The double decker buses were a ridiculous idea for Wgtn as our roads are too narrow. Reducing the parking in Wgtn has essentially killed our city.”

“Improve the roading network and then you will have greater efficiency and less emissions.”

There are mentions about accessibility and not everyone can walk, cycle or use public transport.

“Consider other micro-mobility, eg scooters, and what routes they can use. Please make cycling safe. Protected cycle lanes and a connected cycle network. Current unreliability of public transport is causing many people to choose to drive.”

“Public transport is the most useful thing you can invest in. If you are disabled, biking/walking is completely inaccessible and frankly in a city like Wellington able bodied people have enough trouble being physically fit enough to bike as it is. Think about people who carry more than a laptop with them to work or school, and not to mention parents trying to transport kids. Buses are the most accessible transportation for people in the city, and this only works if the buses run and are on time.”

“For me I carry a lot of equipment and various and random hours, which makes public transport not an option and biking not an option. For me electric/hybrid is the better option but the city seems to be reducing the ability to drive. We are losing car parks left right and centre and bike lanes are taking over suburbia.”