



Horizon Research

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

February 2023



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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

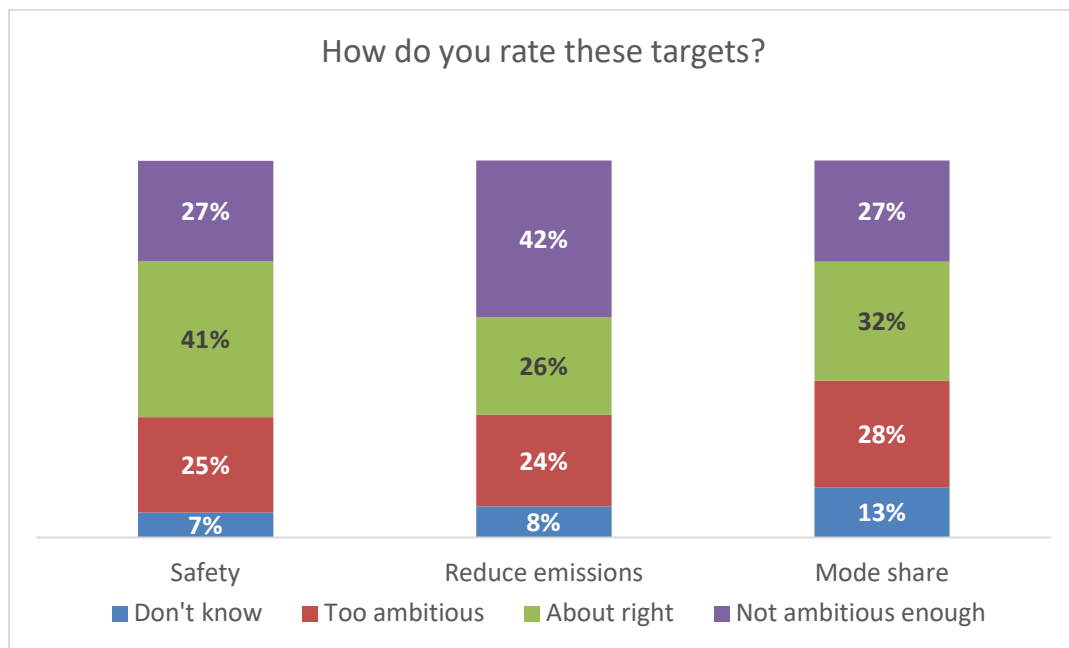
1. Response to targets for next 10 years

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.

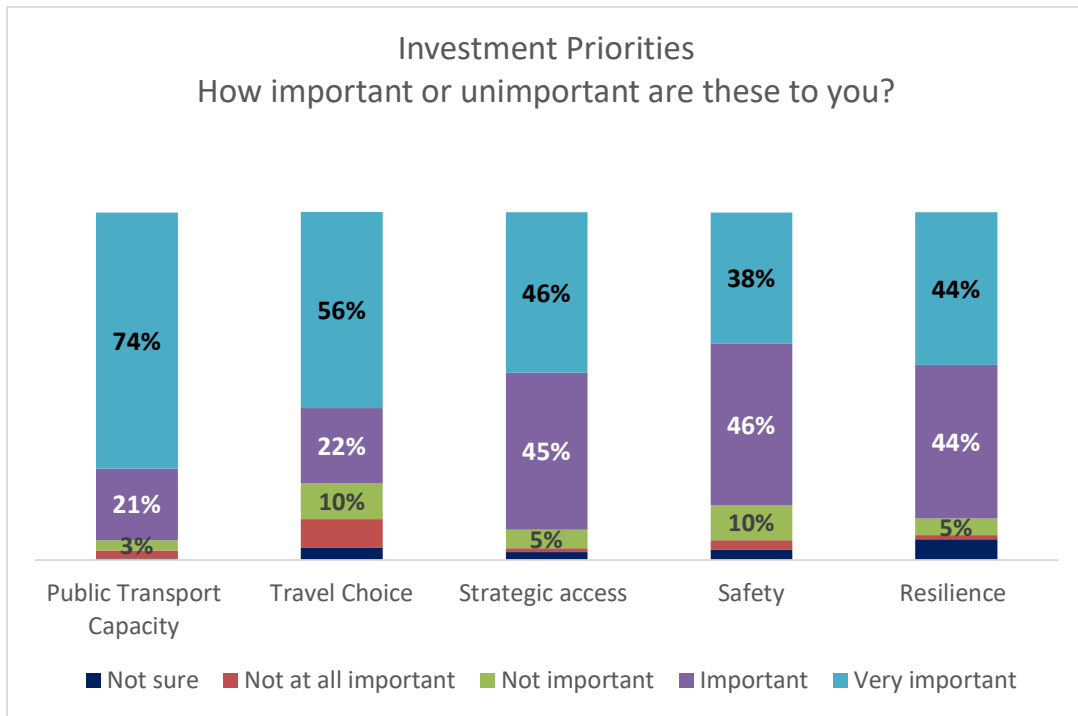
Public Transport Capacity was by far the most important with **95%** said it was *very important/important*. **74%** said it was *very important* to them.

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. Reducing emissions and responsibility

Respondents were told:

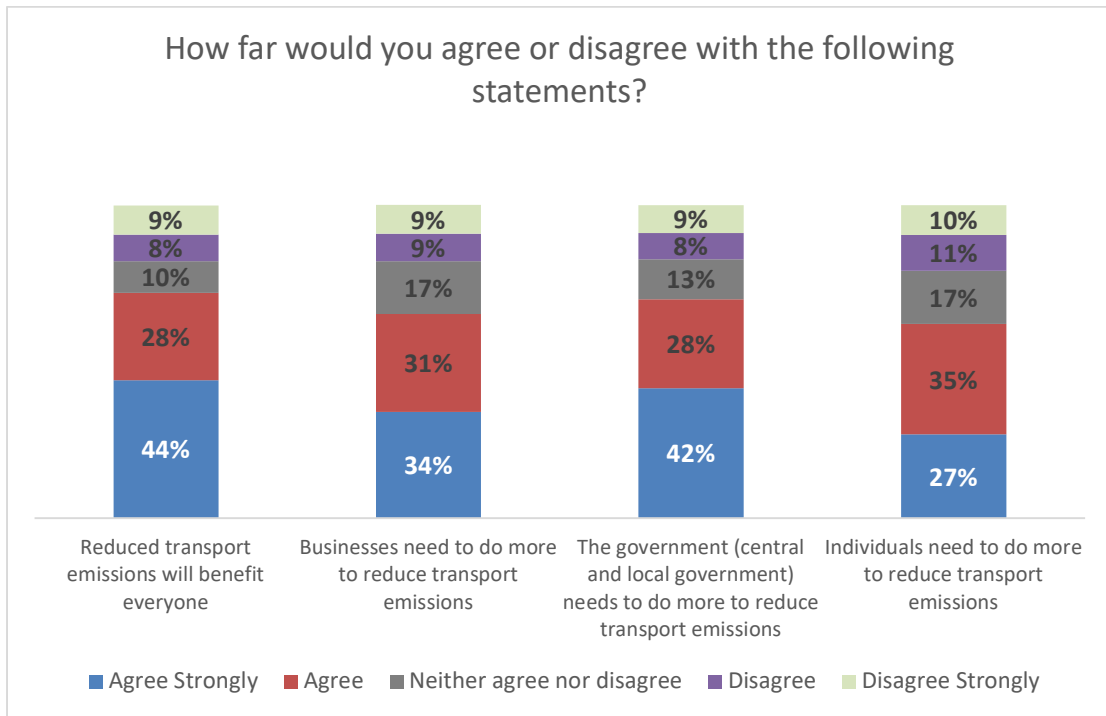
“One of the main targets in the Regional Land Transport Plan is to reduce carbon emissions from transport by 35% by 2030.

‘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.



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%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (17%)
16-24 year olds (61%)	Males (13%)
25-34 year olds (52%)	
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%)	Lives in Te Awa Kairangi ki Uta / Upper Hutt (19%)
16-24 year olds (47%)	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

4. 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

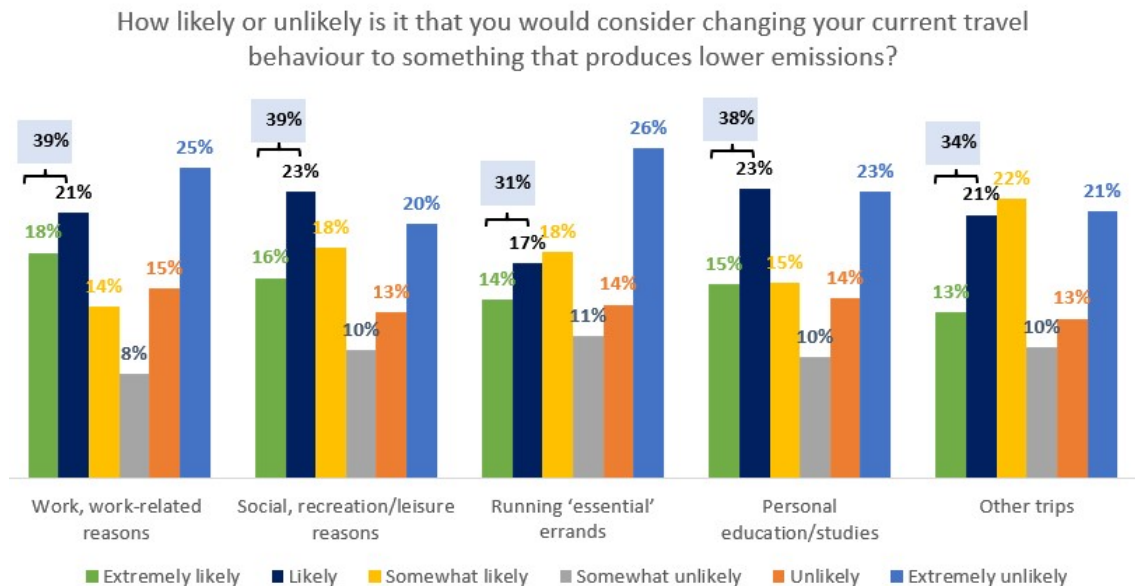
- 18% said they were *extremely likely* to change and;
- 39% said they were *extremely likely/likely* to change.
- However, 40% said they were *extremely likely/likely* to change (25% *extremely unlikely*).

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*).



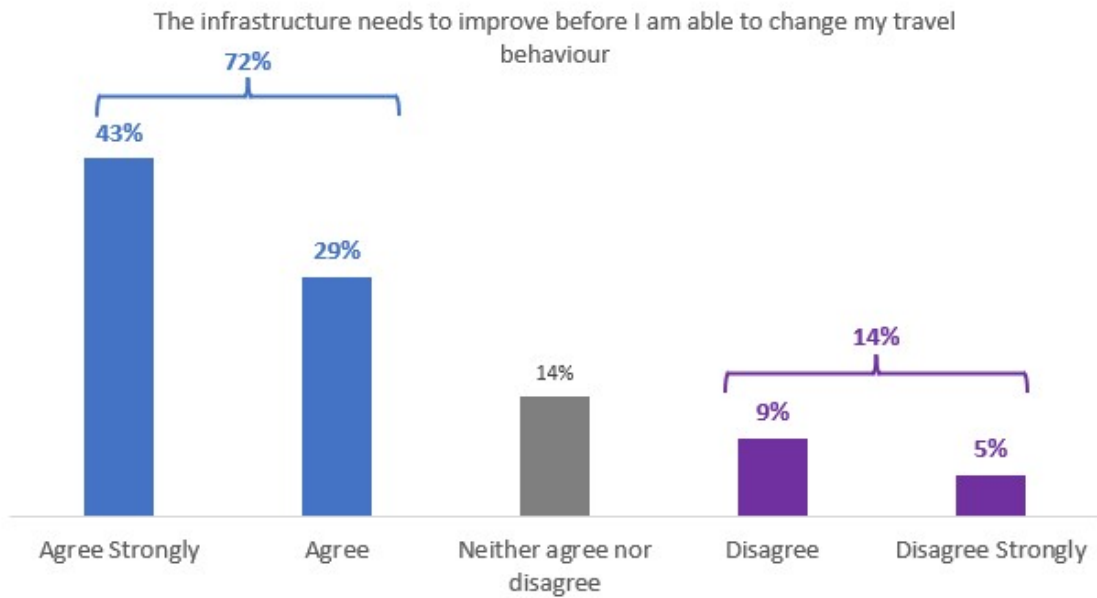
■ = extremely likely/likely

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 likely to change behaviour	Extremely unlikely 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%)

5. 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.

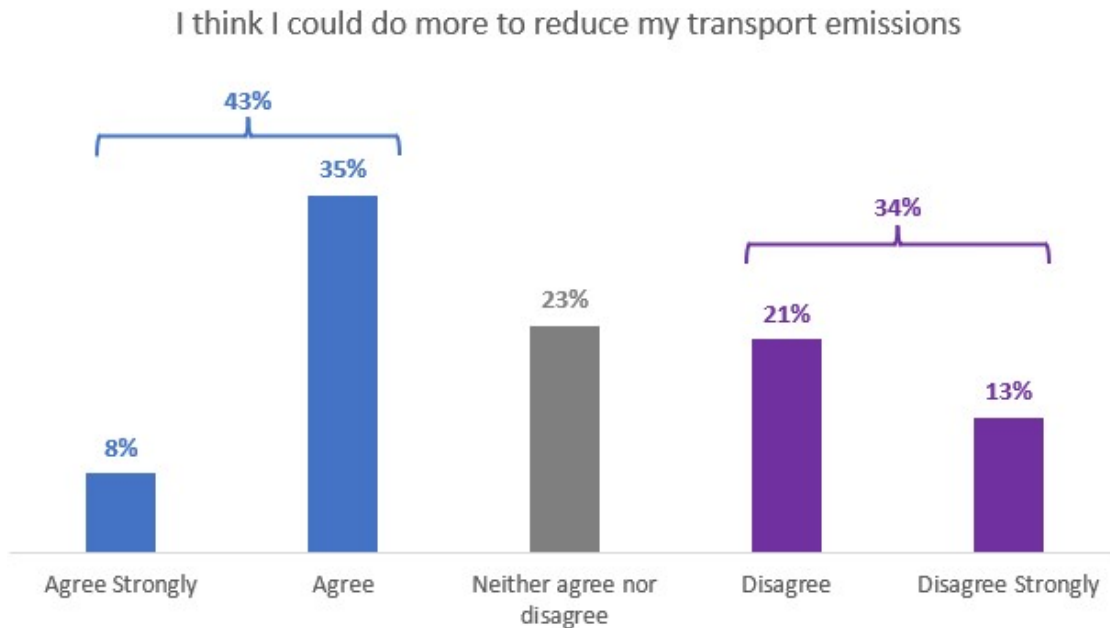


At **52%**, **25-34 year olds** were more likely to *agree strongly* with the infrastructure needing to improve before changing travel behaviour.

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

6. 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*.

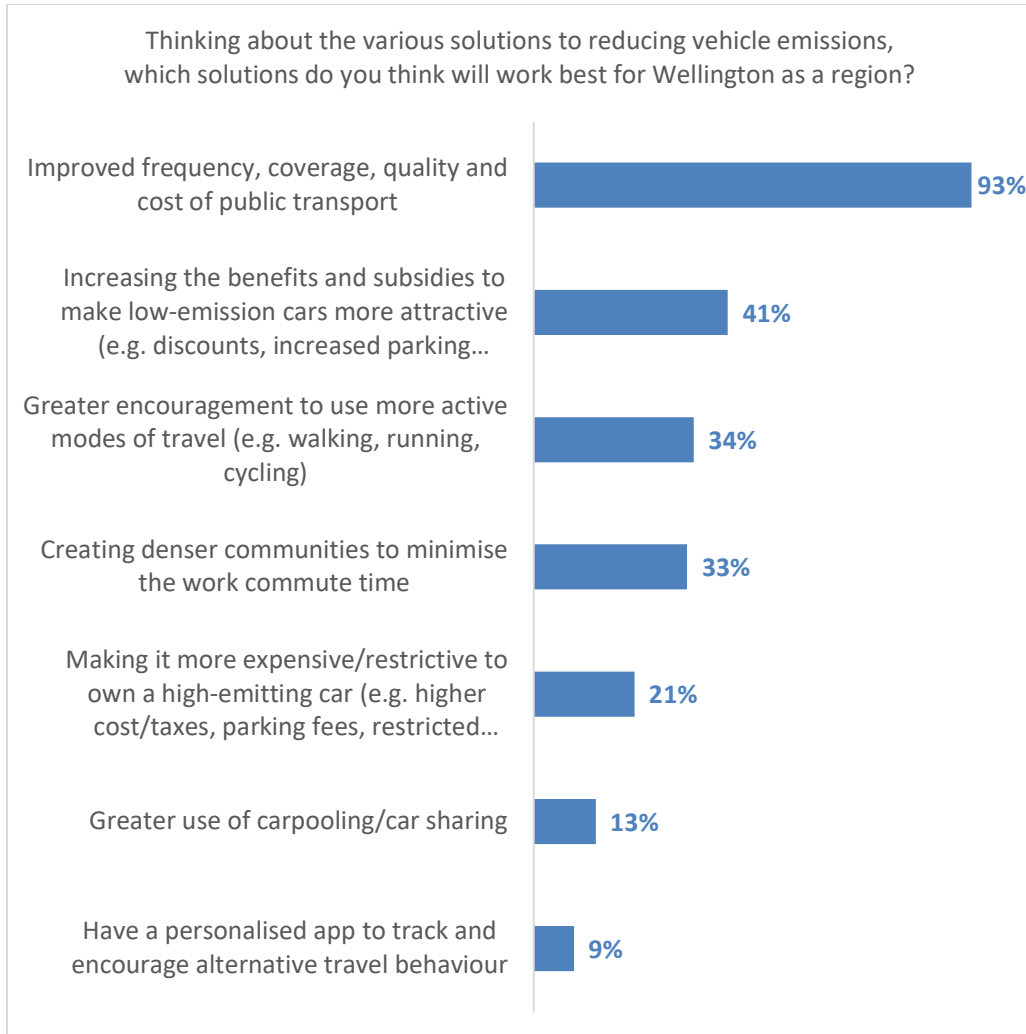


18% of respondents in **Te Awa Kairangi ki Tai / Lower Hutt** *strongly disagreed* with this statement and also **21%** of respondents in **Wairarapa**.

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

7. 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

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

8. Existing infrastructure in Wellington region

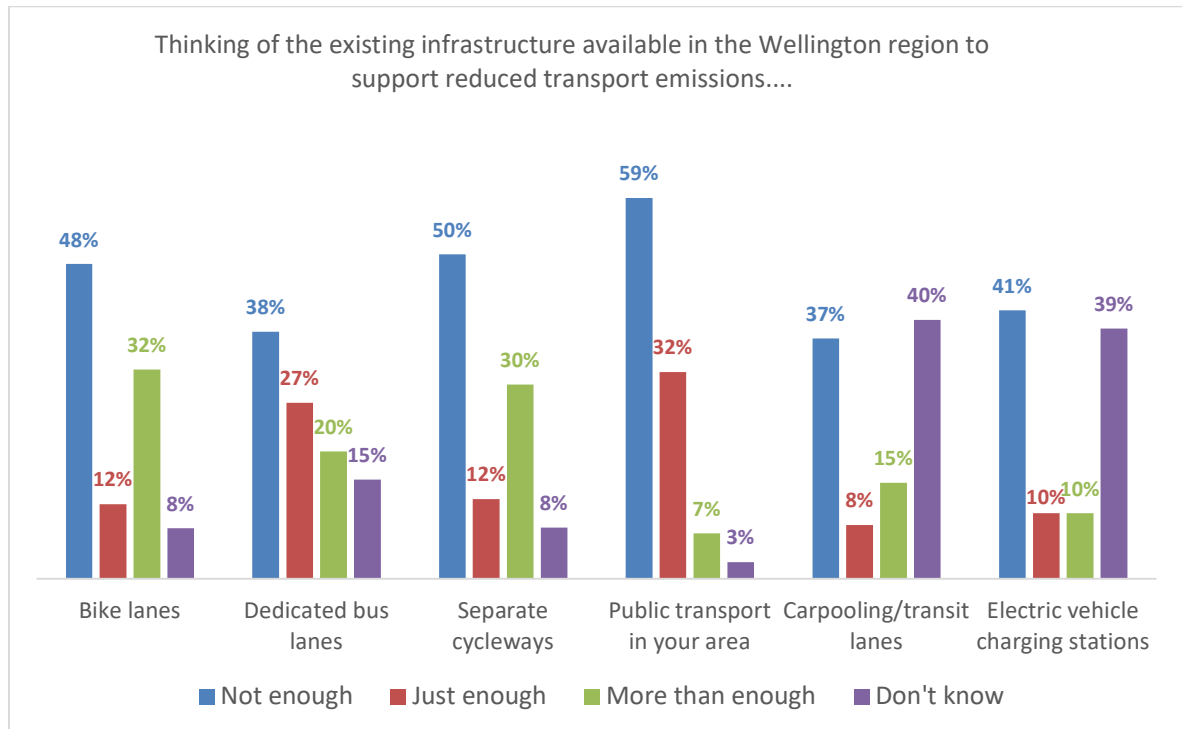
Respondents were asked if they thought there was enough of existing infrastructure in the region to support reducing emissions.

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%)

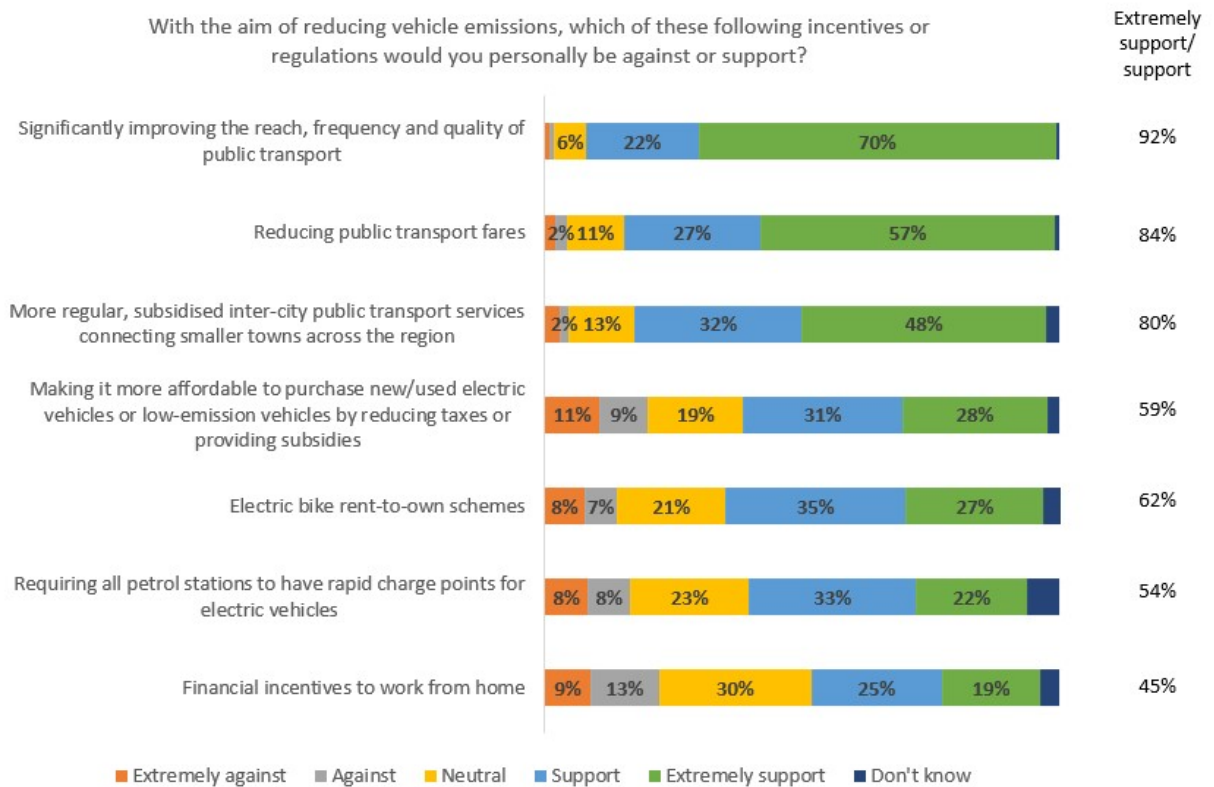
Electric vehicle charging stations		
Not enough Total (41%)	Just enough Total (10%)	More than enough Total (10%)
Males (46%) 35-44 year olds (49%)	No significant differences	Males (14%) Māori (25%)

9. 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