

Waka Kotahi COVID-19 transport impact

Fieldwork waves 1 – 6 weekly core report

12 May 2020

Disclaimer

This presentation is based on research currently being undertaken by Ipsos on behalf of Waka Kotahi NZ Transport Agency.

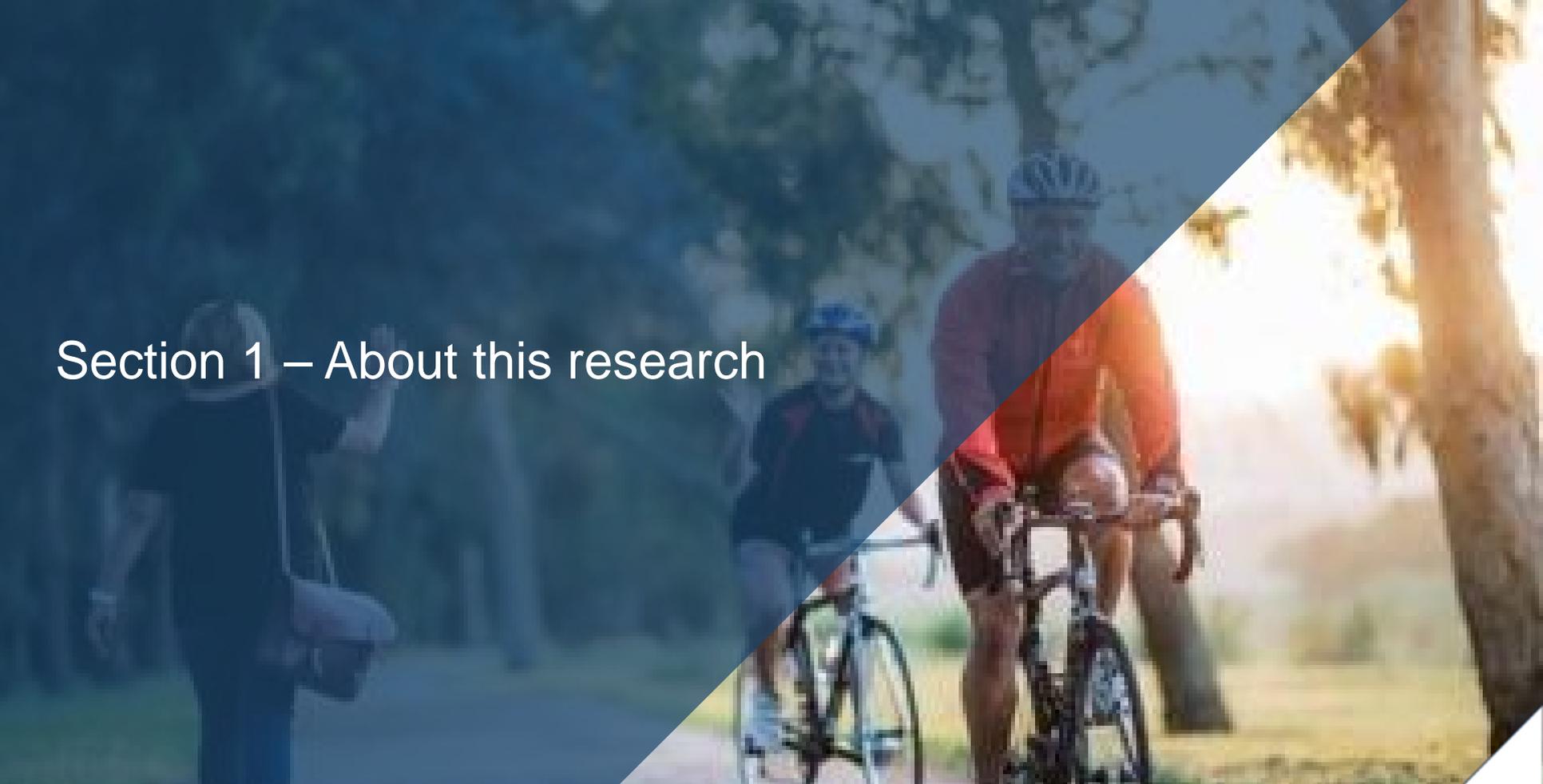
In order to support an agile response to the unfolding COVID-19 pandemic, we are releasing regular key insights from the preliminary findings prior to this work being finalised. Please note that these deliverables are part of an ongoing research project and have not yet been through a formal peer review process.

While Waka Kotahi provided investment, the research is being undertaken independently, and the resulting findings should not be regarded as being the opinion, responsibility or policy of Waka Kotahi or indeed of any NZ Government agency.

Report content

COVID-19 transport impact

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Section 1 – About this research

Study purpose and importance

Introducing the Waka Kotahi NZ Transport Agency COVID-19 transport impact tracker

The **purpose of the COVID-19 Tracker** research is:

To understand **how travel is changing** and evolving in response to COVID-19 on a weekly basis

- such as trip frequency and journey type changes.

To understand **why travel is changing** and evolving in response to COVID-19 on a weekly basis

- such as perceptions/attitudes towards COVID-19 and travel options.

To include sufficient respondent numbers to understand how this varies across region and cohorts of interest

- such as different employment types (work from home, essential workers, etc.), vulnerable groups (elderly, immune compromised, etc), DHB, etc.

To provide weekly updates in a timely fashion so actions and planning can respond to the evolving situation.

The **importance of this research** cannot be understated:

There has been a major disruption to travel habits that will have long-lasting impacts on society:

- Where and how people choose to work, and how they choose to travel will change.
- Where people choose to travel domestically will change.
- How these changes will play out in the medium to long-term is unknown.

Without regularly updated knowledge on **what people are thinking and feeling**, and **why they are choosing** to travel the way they do, we won't be able to quantify how people are responding to COVID-19, and without this we won't know how best to respond and how we are able to influence travel habits.

- With regularly updated knowledge on COVID-19's impact, we can quantify how road usage and modal choice is changing, and we will know how to respond and influence future travel habits.

Overview of research (i)

Research design and outputs

The **design of the tracker** ensures we can undertake analysis at various levels for different purposes, and for different stakeholders.

The study is an online quantitative survey that is a nationally representative sample of New Zealanders 15+ years old, with a weekly sample of n=1259 per week, using quotas and data weighting.

- With sample boosts to ensure sufficient numbers to analyse key cities of interest, such as Tauranga, Dunedin and Hamilton.
- Sample numbers allow longitudinal view on cohorts and regions of interest.
- Sample is sourced from a blend of online panels, including Pure Profile, Ipsos iSay, Dynata and Consumer Link.

Average survey duration of between 12-15 mins

- Outside core measures, flexibility to change questions every week

Fast turnaround of results to allow a weekly view on how behaviours and attitudes are changing.

- Design will pivot according to alert level changes that may occur at nationwide and regional levels.

There will be **three types of outputs** available on a weekly basis:

- 1) Online dashboard results delivered through Harmoni
 - with the ability to manipulate, interrogate and export the data according to your areas of interest.
- 2) This weekly overview power point report
 - benchmark and longitudinal summary of key data points
 - including extra analysis based on topical questions.
- 3) An infographic of key data points
 - visual representative of results for ease of access.



Example: Harmony Dashboard Page

Overview of research (ii)

Question topics in the survey

Question areas covered in the research:

Level of personal concern of the impact of COVID-19

- to themselves, their families, their work, the country, etc.

Current essential journeys undertaken and changes

- change is measured since February 2020.

Modal shift patterns and perceptual shifts

- including perceptions of Public Transport among users
- perceptions of various transports modes with regards to safety, hygiene, convenience, etc
- perceptions of potential shifts in work flexibility.

Measuring attitudinal shifts towards COVID-19

- using a Behavioural Science framework to understand current people's current state to facilitate potential interventions.

Questions to classify into a variety of segments of interest

- including journey profile, vulnerability, COVID-19 attitudes, economic, etc.

Ad hoc questions of interest

- including perceptions of future workplace flexibility, enjoyment of 'quiet streets', intention to return children to school, etc.

Report notes (i)

Key information to note for this report

- This report is based on the six waves of fieldwork:
 - wave 1 data collected Friday 3 April to Wednesday 8 April;
 - wave 2 data collected Thursday 9 April to Tuesday 14 April;
 - wave 3 data collected Thursday 16 April to Monday 20 April;
 - wave 4 data collected Thursday 23 April to Sunday 26 April;
 - wave 5 data collected Thursday 30 April to Sunday 3 May;
 - wave 6 data collected Thursday 7 May to Sunday 10 May.
- Total sample for this report is presented in a number of ways, including as a combined sum of the first four fieldwork waves (all conducted under level 4 alert), the combined sum of waves 5 and 6 (under level 3 alert), as well as individual waves where appropriate.
- Waves 1–4 of fieldwork were completed under a level 4 alert in New Zealand, while waves 5 and 6 were completed under a level 3 alert.
- The focus of this report is tracking the trends and changes over time and how New Zealanders have adjusted their use of transport and travel behaviour. As this study was not conducted prior to level 4 restrictions, respondents were asked to recall their transport and travel behaviour prior to level 4 restrictions based on a *'normal week'* ie in February this year.
- At a total population level, significance testing indicated in this wave 6 report is based on a statistically significant shift of results between waves 1 to 6, as well as statistically significant shifts from combined level 4 alert results vs combined level 3 alert results.
- At a sub-population level, significance testing indicates a statistically significant difference between the sub-population and the base or total population. The total population benchmark is based on the total sample base collected across all six waves.

Report notes (ii)

Key transport terms and demographic groupings

There are a number of transport terms used in this report. Below are key terms with definitions:

Public transport (PT): refers to bus, train and ferry and does not include taxi/uber services and private hirer vehicles (these will be treated separately in the analysis).

Private vehicle (PVT): refers to car, van, motorcycle or scooter, and does not include e-bikes.

Active modes: refers to walking (of at least 10 mins) and cycling, including e-bikes.

There are a number of demographic subgroup terms used in this report. Below are key groups with definitions:

Any disability: All respondents indicating that they have a great deal of difficulty or cannot do the following: seeing, even when wearing glasses; hearing, even with a hearing aid; walking or climbing steps; remembering or concentrating; washing or dressing; communicating in their usual language.

COVID-19 vulnerable: All respondents indicating that they personally have a medical condition that makes them acutely vulnerable to COVID-19, such as heart disease, hypertension, chronic respiratory disease or cancer.

Essential worker: All respondents indicating that they are classified as an Essential Worker at the current alert level.

Travelling essential worker: All respondents indicating that they are classified as an essential worker at the current alert level and that they are required to leave their home for their job.

Sample structure and further definitions

	Definition	Total Sample		Waves 1 - 4		Waves 5 - 6		Wave 6	
		Sample	MoE*	Sample	MoE*	Sample	MoE*	Sample	MoE*
Total		n=6,327	1.23	n=5,060	1.38	n=2,532	1.95	n=1,265	2.76
Auckland	All in Auckland Region, including city and surrounding rural areas	n=1,655	2.41	n=1,324	2.69	n=662	3.81	n=331	5.39
Tauranga	All living in the city of Tauranga	n=500	4.38	n=400	4.9	n=200	6.93	n=100	9.8
Hamilton	All living in the city of Hamilton	n=500	4.38	n=400	4.9	n=200	6.93	n=100	9.8
Wellington	All in Wellington Region, including city and surrounding rural areas	n=907	3.25	n=684	3.75	n=418	4.79	n=195	7.02
Christchurch	All living in the city of Christchurch	n=500	4.38	n=400	4.9	n=200	6.93	n=100	9.8
Dunedin	All living in the city of Dunedin	n=498	4.39	n=398	4.91	n=200	6.93	n=100	9.8
Rest of NZ	All living in areas outside of those noted above	n=1,767	2.33	n=1,454	2.57	n=652	3.84	n=339	5.32
Any Disability	See previous page	n=707	3.69	n=550	4.18	n=297	5.69	n=140	8.28
COVID-19 Vulnerable	See previous page	n=1,527	2.51	n=1,230	2.79	n=597	4.01	n=300	5.66
Aged 70 + years	All indicating that they are considered higher risk for COVID-19 as they are aged 70 or over	n=786	3.5	n=618	3.94	n=315	5.52	n=147	8.08
Travelling Essential Worker	See previous page	n=685	3.74	n=542	4.21	n=278	5.88	n=135	8.43
Essential worker	See previous page	n=1,422	2.6	n=1,125	2.92	n=582	4.06	n=285	5.8

*Margin of error is calculated at 95% confidence level based upon an estimated population of 4,978,388 as at Thursday 16 April 12:44pm.

Context: New Zealand COVID-19 timeline





Section 2 – Waka Kotahi transport key findings summary

Key findings – waves 1 – 6

Waka Kotahi COVID-19 transport impact tracker

- In general, there haven't been marked changes in *activity* during the second week under level 3 conditions. Instead we're seeing a consolidation of travel behaviours and continuations of attitudinal trends.
- Concerns about health and transmission risks have been gradually declining during lockdown, but at the same time concerns around the economy at large have been gradually increasing even if those around *personal* finances remain steady.
- In this context, almost one in five have taken advantage of the new activities available in level 3, with these activities increasing slightly in the second week.
- All modes of transport have seen an increase in reported usage and, at the same time, an increase in future consideration during level 3. Private vehicle usage has been the biggest beneficiary of this shift.
 - Accessibility has become less of a barrier to usage of public transport overall. However, throughout lockdown this barrier has been more prevalent for ferries than other modes.
 - There has been a significant improvement in many perceptions of buses and trains as a transportation mode, although neither has improved with regards to distancing and hygiene, areas that taxis and Ubers have made gains on.
- Motivation and ability attitudes have been stabilising in level 3, following initial declines as conditions changed. However, there continues to be a lower level of perceived social buy-in from others.
 - Despite the continued low social attitude scores, the risk of a feedback loop has not developed at present, with motivation remaining stable.
 - Demographic and geographic differences do seem to have a role to play in how these attitudes are formed.
- Hesitancy to return children to school remains for a number of parents, but the biggest factor suppressing this traffic source continues to be eligibility, which will be removed on 18 May and may manifest in an increased *intention* to return this coming weekend.



Section 3 – COVID-19 Concerns

Key findings – COVID-19 concerns

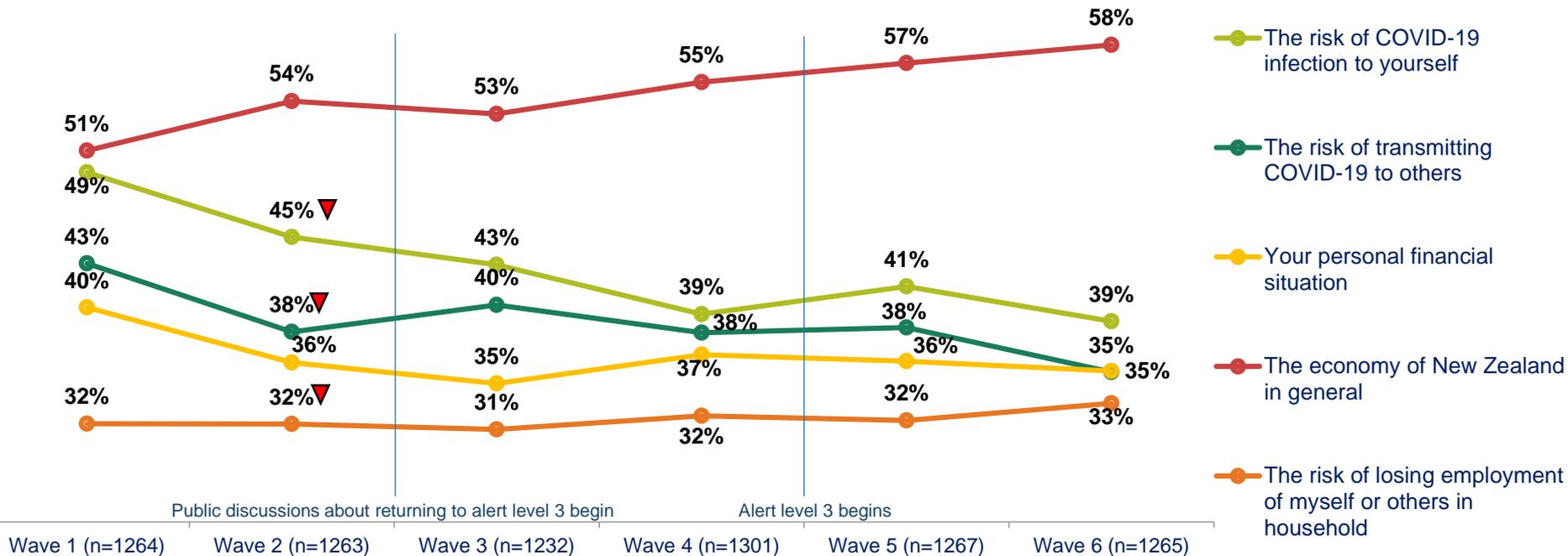
Waka Kotahi objective – levels of personal concern around the impact of COVID-19

- People's concerns around COVID-19 will have an impact on what they perceive as risky travel behaviour. Understanding these concerns will help us to frame their responses in an established mindset.
- Over the course of the lockdown, as health and transmission concerns have decreased, people's worries have begun to focus more on the wider New Zealand economy.
- While concerns about the wider economy have increased, specific concerns about personal finances recovered quickly from an initial shock while the proportion fearful of job loss has remained stable throughout this time.
- People express greater concern about the wider community and the world at large than they do about their own personal situation and local area in managing the lockdown.



Though the trend has been gradual, concerns about transmission and infection have drifted downward, whilst broad economic concerns have risen

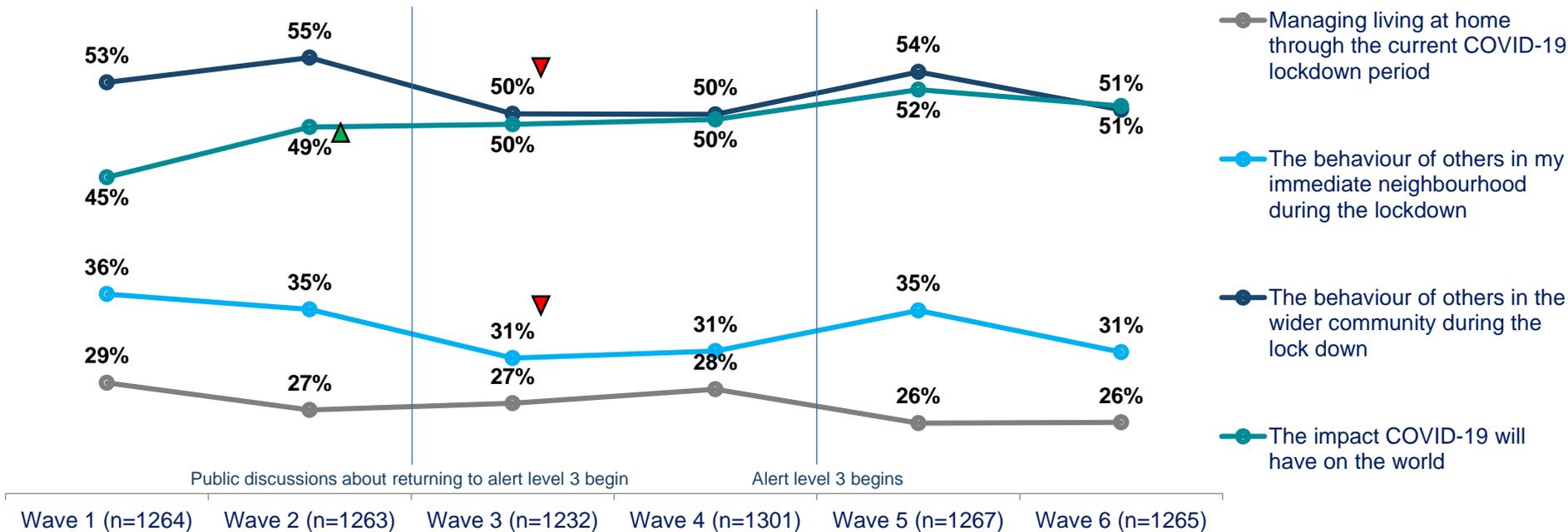
Health vs economic concerns (NETT all concerned)



QPTUSE3. How personally concerned are you about each of the following?
Base: all adults 15+ in New Zealand

Concerns about lockdown conditions have been more variable, but concerns about the wider community are consistently higher than local concerns

Living under lockdown (NETT all concerned)



QPTUSE3. How personally concerned are you about each of the following?
 Base: all adults 15+ in New Zealand

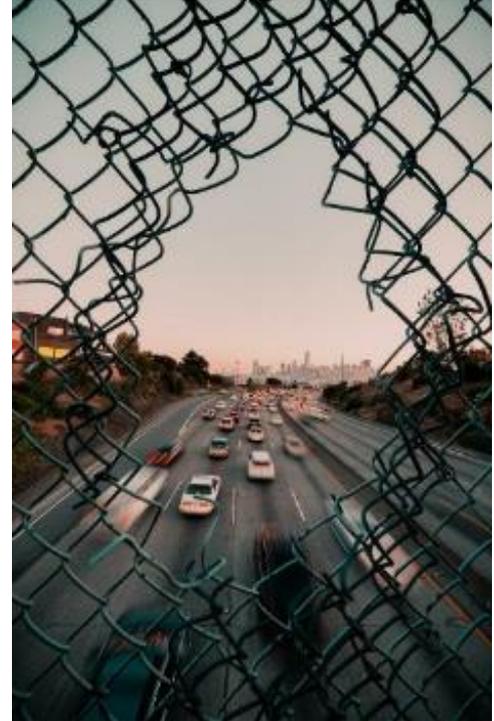


Section 4 – COVID 19 travel behaviour

Key findings – COVID-19 travel behaviour

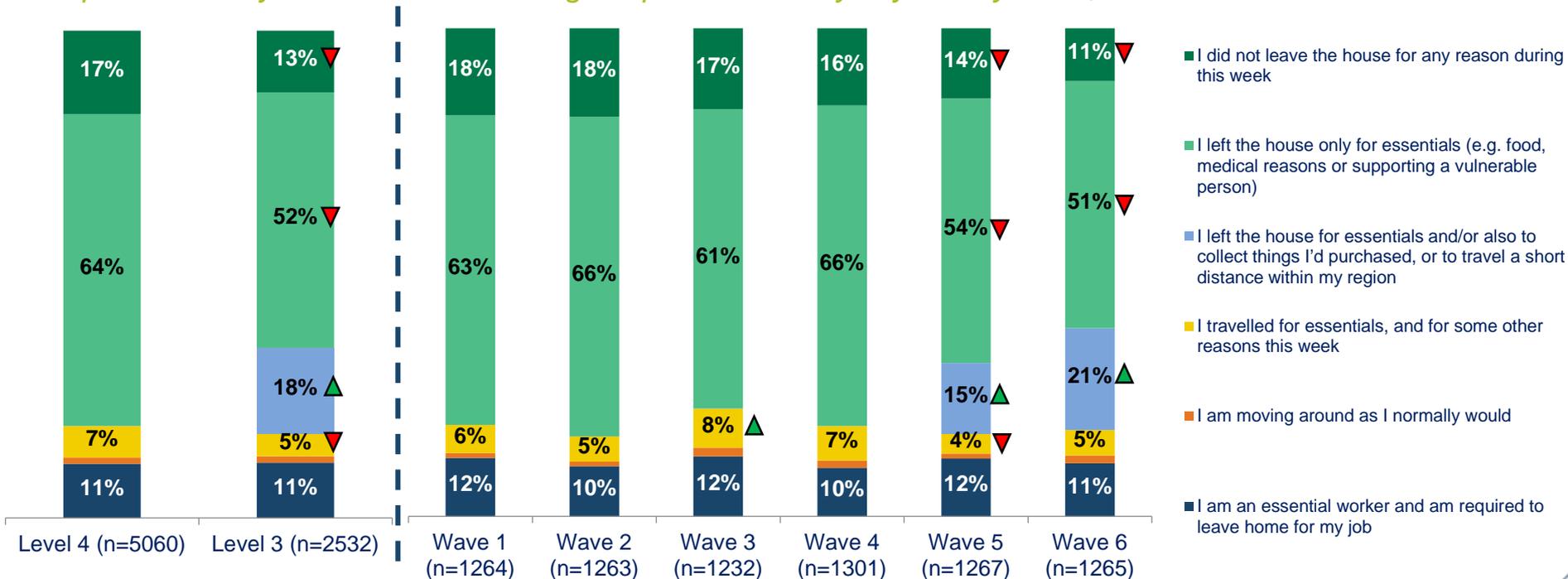
Waka Kotahi objective – how is travel changing?

- To understand how travel is changing across the COVID-19 risk levels the survey asks New Zealanders about their behaviour in the specific context of current self-isolation in relation to permitted movement and activity.
- More New Zealanders have begun to embrace the additional out-of-home activities permitted in level 3, with an increasing proportion leaving the house for other activities such as click-and-collect shopping or to travel short distances in-region.
- Still, one in 10 New Zealanders are completely self isolating, although the proportion in imposed isolation is now at its lowest level.
- Level 3 has seen a marked increase in those travelling for work as more are permitted to do so, with small increases in some other essential journeys.
- However, the proportion not making any essential journeys at all remains the same as it has been throughout the lockdown.



It seems to have taken a little time for New Zealanders to embrace the additional activities permitted in level 3, with one in five having done so in the past week

Reported activity and movement during the past seven days by survey wave, excludes exercise



ISO_1_TRAVEL. Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?

Base: all adults 15+ in New Zealand



Indicates a statistically significant increase against level 4



Indicates a statistically significant decrease against level 4



Indicates a statistically significant increase from the previous wave



Indicates a statistically significant decrease from the previous wave

Level 4 segmentation

Vulnerability and activity

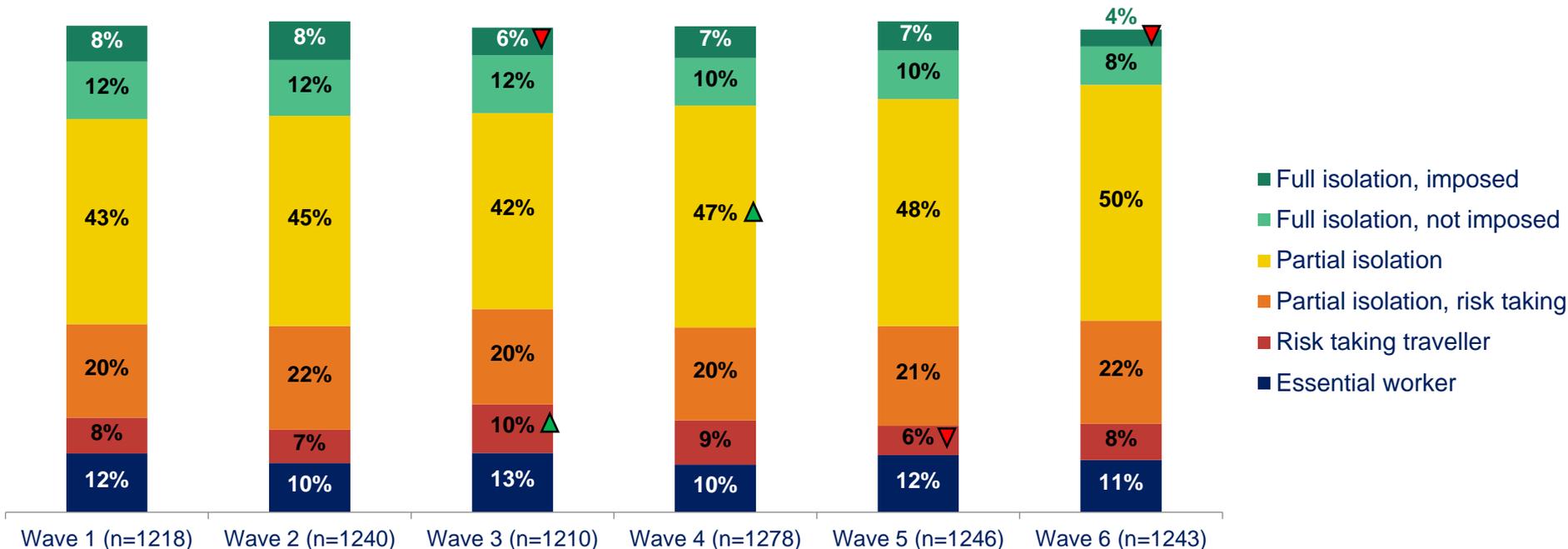
A segmentation was created to categorise the public according to their behaviour and circumstances in level 4.

This has been updated to reflect changing permissions in level 3, whilst ensuring a consistent classification of adherence between survey waves.

Reported activity levels	I am not prepared leave the house for any reason during this week	I will only leave the house for essentials (e.g. food and medical reasons) excluding exercise	[NEW FOR LEVEL 3] I left the house for essentials and/or also to collect things I'd purchased, or to travel a short distance within my region	I travelled for some other reasons this week	I am moving around as I normally would	I am an essential worker and am required to leave home for my job
Reported health status						
COVID-19 Vulnerable	Full isolation, imposed	Risk taking partial isolation		Risk taking traveller	Essential worker	
Aged 70+ years						
Overseas or exposed						
Sick, not COVID-19	Full isolation, not imposed	Partial isolation				
COVID-19 or suspected COVID-19	Full isolation, imposed	Risk taking traveller				
COVID-19 recovered						
No health conditions	Full isolation, not imposed	Partial Isolation				

While the proportion in imposed isolation is now lower than any previous week, the overall picture is of consistent levels of adherence to lockdown rules

Reported activity and movement during the past seven days by survey wave



ISO_1_TRAVEL. Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?/ QVULN Which, if any of the following best describes the health of people in your household last week?

Base: all adults 15+ in New Zealand



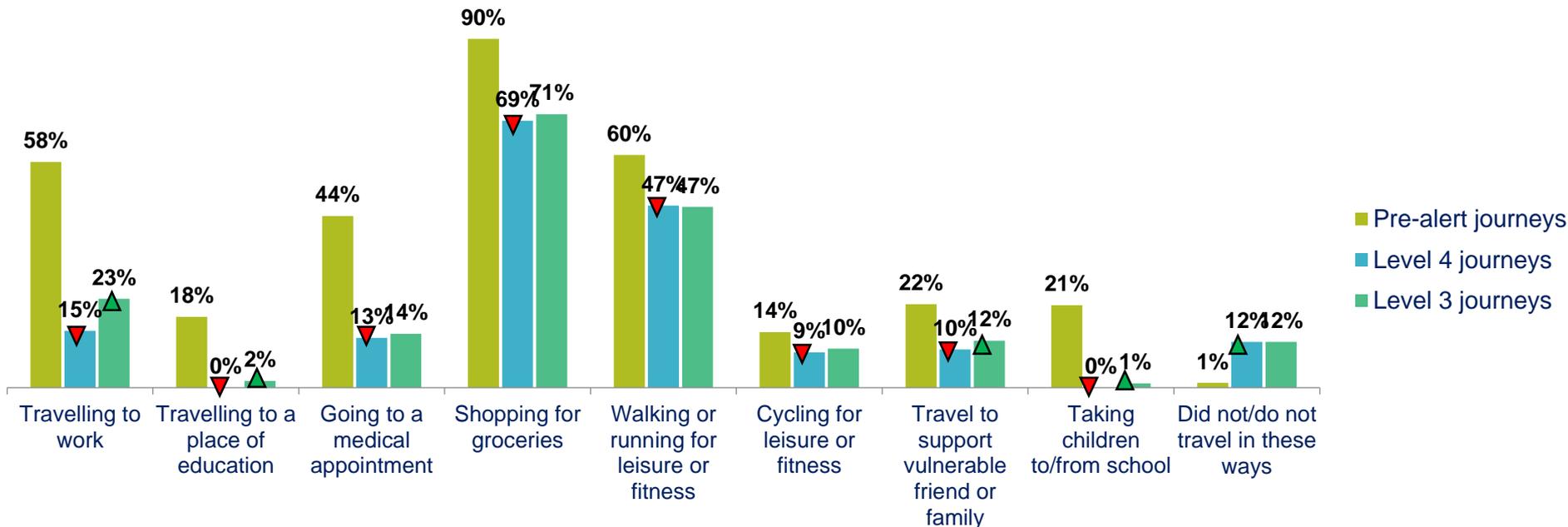
Indicates a statistically significant increase from the previous wave



Indicates a statistically significant decrease from the previous wave

With more permitted to return, nearly a quarter say they are working in level 3, with small changes in support journeys and travel to places of education

Reported activity and movement during the past seven days by alert level



QJOURNEY1/QJOURNEY. Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?

Base: all adults 15+ in New Zealand





Section 5 – COVID 19 mode usage

Key findings – mode usage

Waka Kotahi objective – how are travel patterns changing?

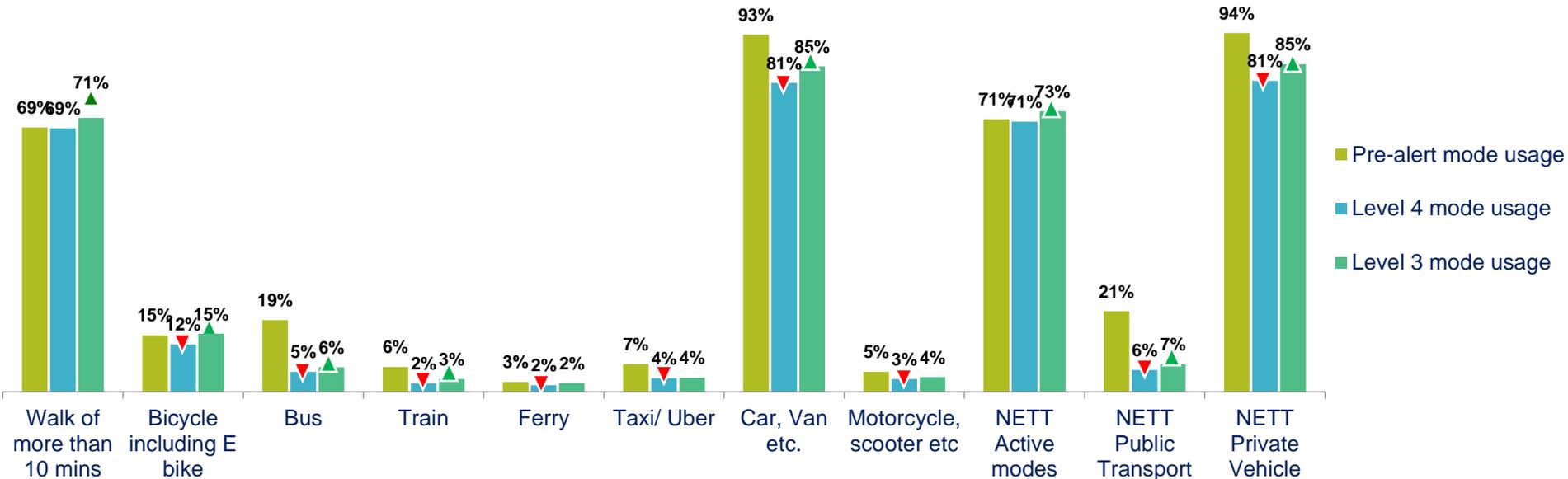
- In order to understand how travel patterns are changing we need to understand how COVID-19 may drive shifts in the modes of transport used at different risk levels and how this varies across the population.
- Self-reported usage of all modes has begun to rise again as the country has shifted to level 3 restrictions. As people perhaps start to travel further, the biggest increase has been in private vehicle usage.
- This now includes some small increases in those claiming to use public transport modes.
- Among those who have decreased their public transport usage, accessibility issues are a much less cited barrier than they were during level 4.
- Along with increases in actual usage, there has been a statistically significant rise in the proportion considering bus and train as modes of transport for the coming week.
- Although walking consideration in level 3 is higher than in level 4 as a whole, it has begun to slowly decrease compared to the peak in activity towards the end of level 4 conditions.



In level 3, all mode types have seen a small but statistically significant increase, with active mode travel now greater than pre-alert levels

Modes used in a normal week vs used in past week by alert level

NB: respondents were asked to indicate how many days per week they usually used each transport mode, and how many days they had used in the past seven days, the below indicates the proportion who indicated any days of travel in a normal week and in the past week.
NETT of public transport includes bus, train, ferry journeys only



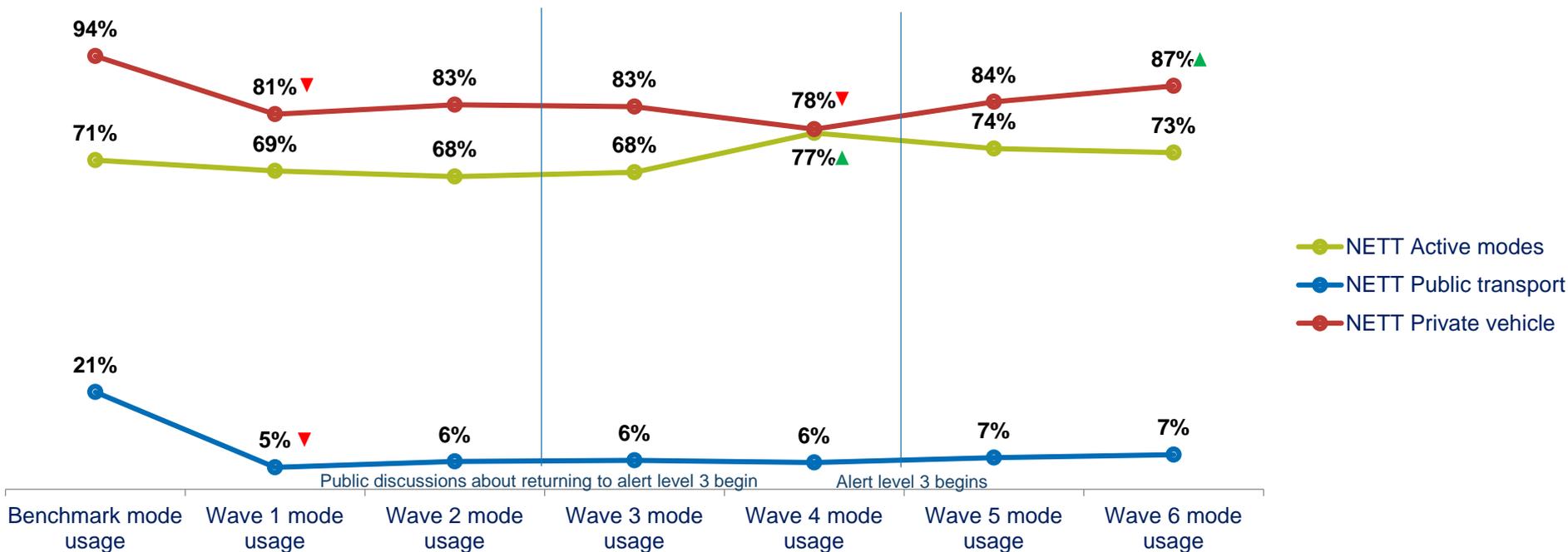
QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below?

Base: all adults 15+ in New Zealand in Pre-alert level: (n=3,759); level 4 (n=5,060); level 3 (n=2,352);



Active mode travel peaked at the end of level 3, while private vehicle usage is now at the highest level since the alert began

Changes in mode usage by wave



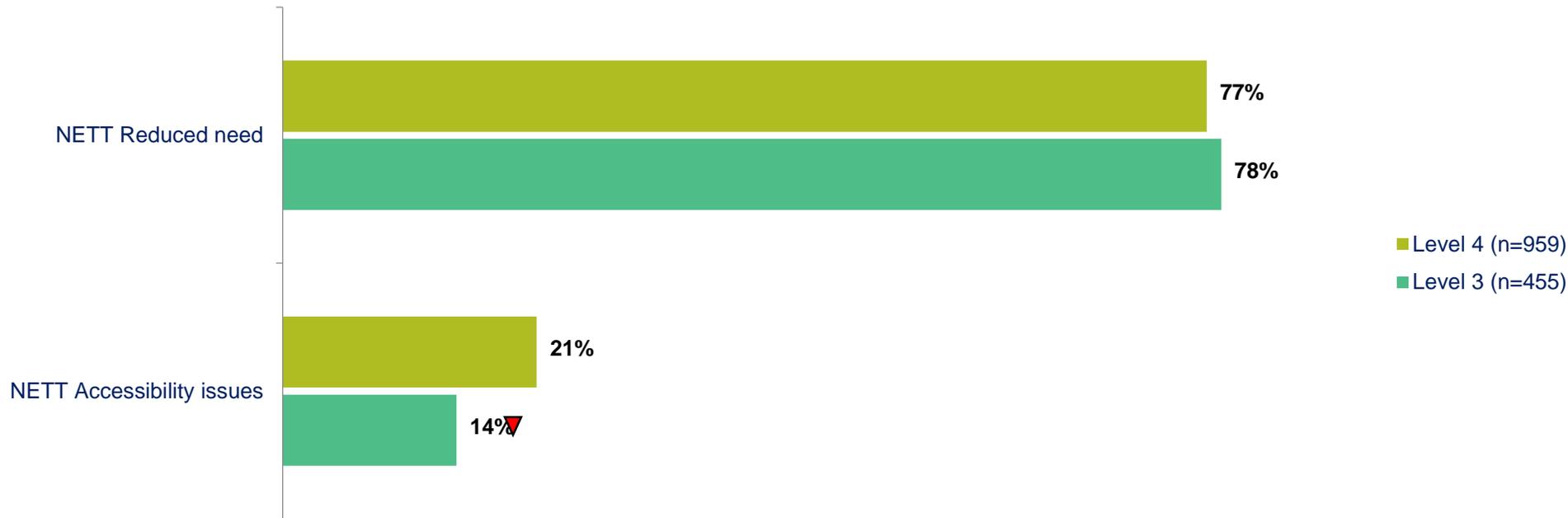
QFREQ1/QFREQ2 –And in the course of a normal week, **on how many days** would you normally travel via each of the methods listed below? And during the past seven days, **on how many days** have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)?/ And which, if any of the following types of journeys did you make *during the last seven days*?

Base: all adults 15+ in New Zealand in Benchmark: (n=3,759); Wave 1 (n=1,264); Wave 2 (n=1,263); wave 3 (n=1,232); wave 4 (n=1,301), wave 5 (n=1,267), wave 6 (n=1,265)



In level 3, the proportion of those citing accessibility as a reason for reducing public transport usage dropped by a third

Reasons for reduced reported public transport usage in past seven days



QDEC. Reasons for decrease in PT activity - For which, if any of the following reasons, has your use of public transport decreased?

Base: all decreasing PT usage in past week



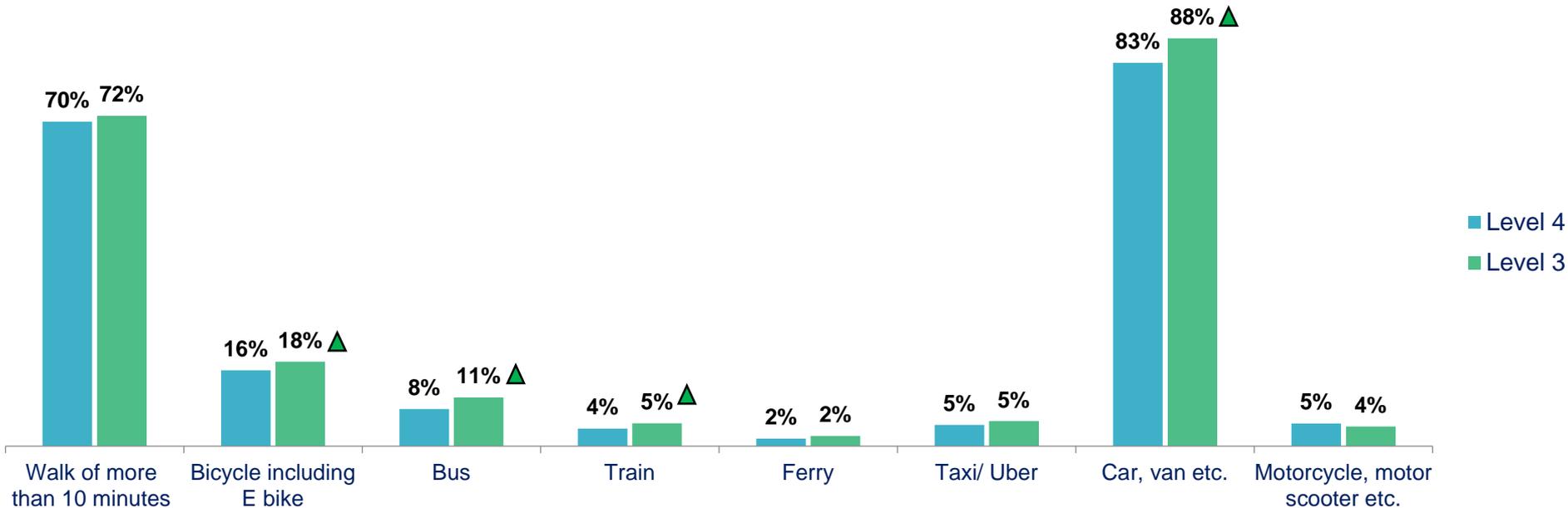
Indicates a statistically significant increase from previous time period



Indicates a statistically significant decrease from previous time period

Consideration of almost all modes has increased by a statistically significant extent during level 3, with buses seeing the largest proportionate gain

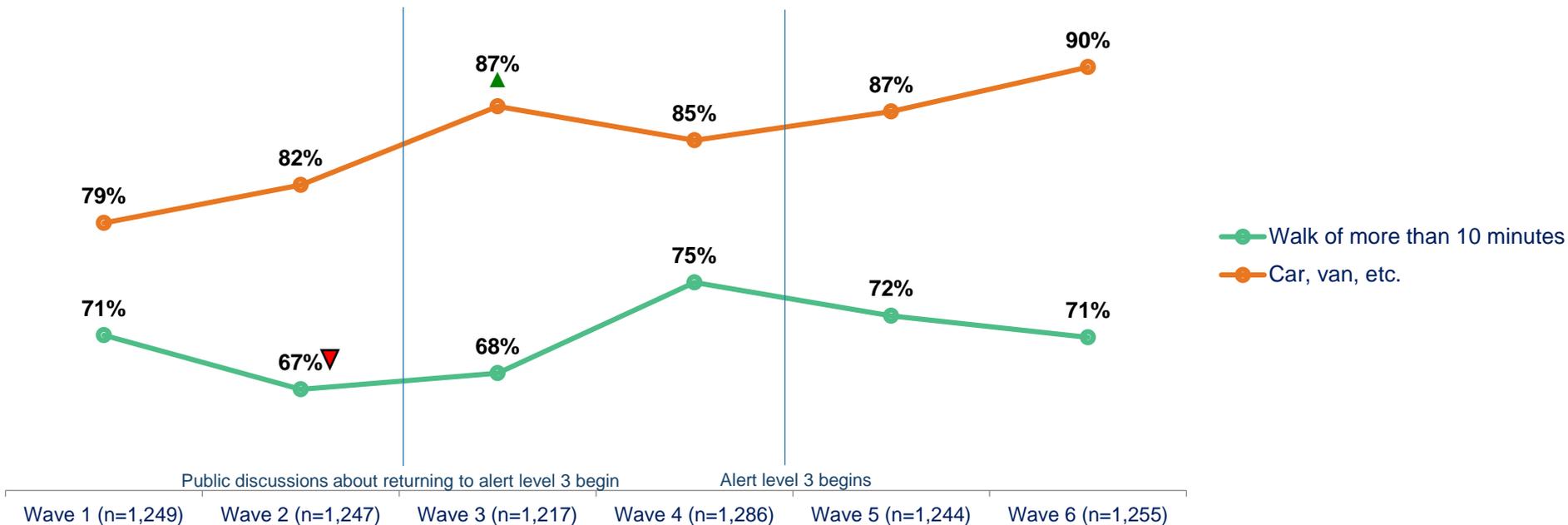
Mode consideration: coming week by alert levels



QPT2. If available next week, which if any of the following would you be likely to use?
Base: all adults 15+ in New Zealand who normally travel; level 4 (n=4,999), level 3 (n=2,499)

Consideration of walking has begun to decrease following a peak at the end of level 4, at the same time that car consideration has begun to rise

Mode consideration: coming week by wave



QPT2. If available next week, which if any of the following would you be likely to use?

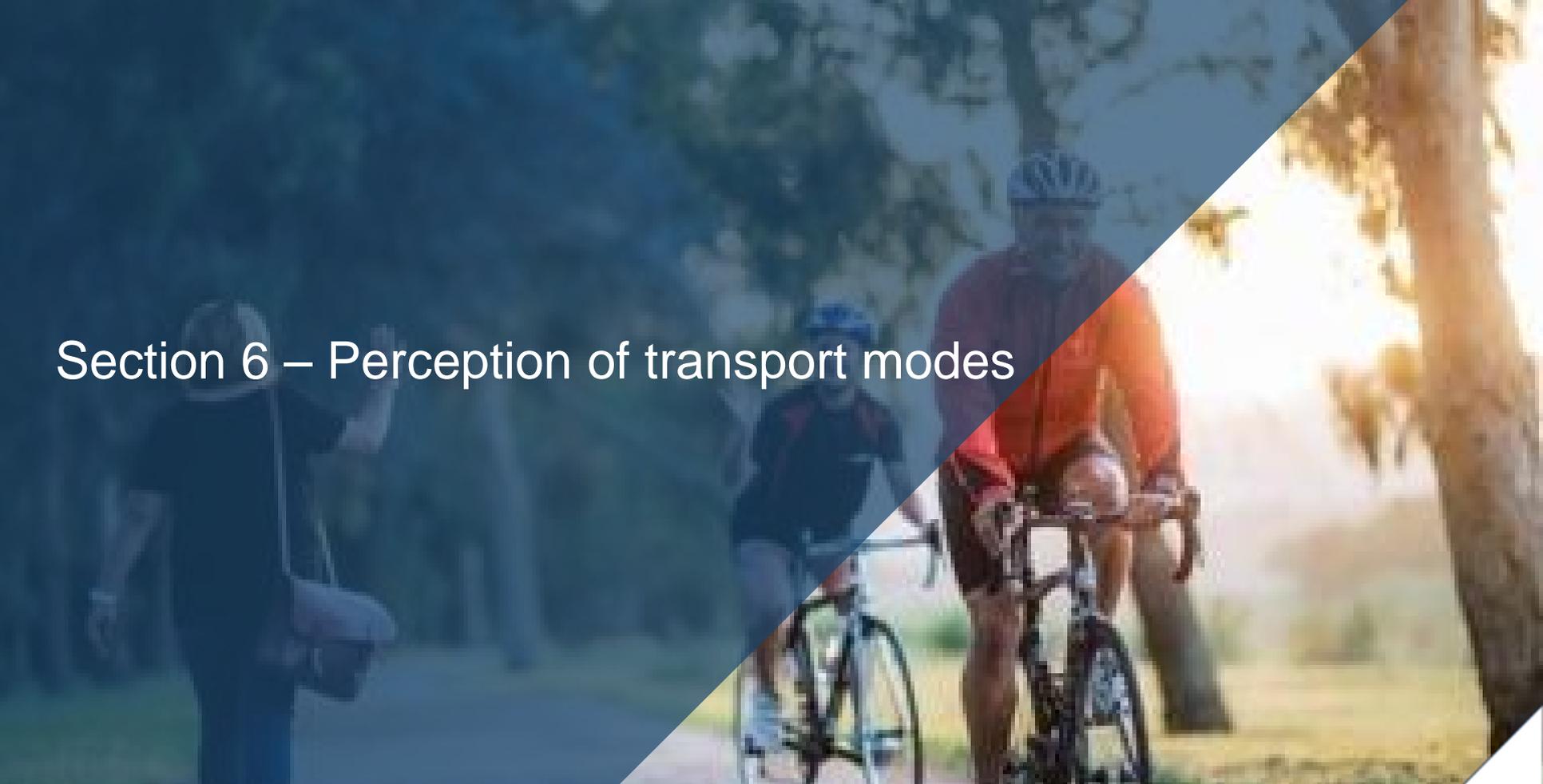
Base: all adults 15+ in New Zealand who normally travel;



Indicates a statistically significant increase against level 4



Indicates a statistically significant decrease against level 4



Section 6 – Perception of transport modes

Key findings – perceptions

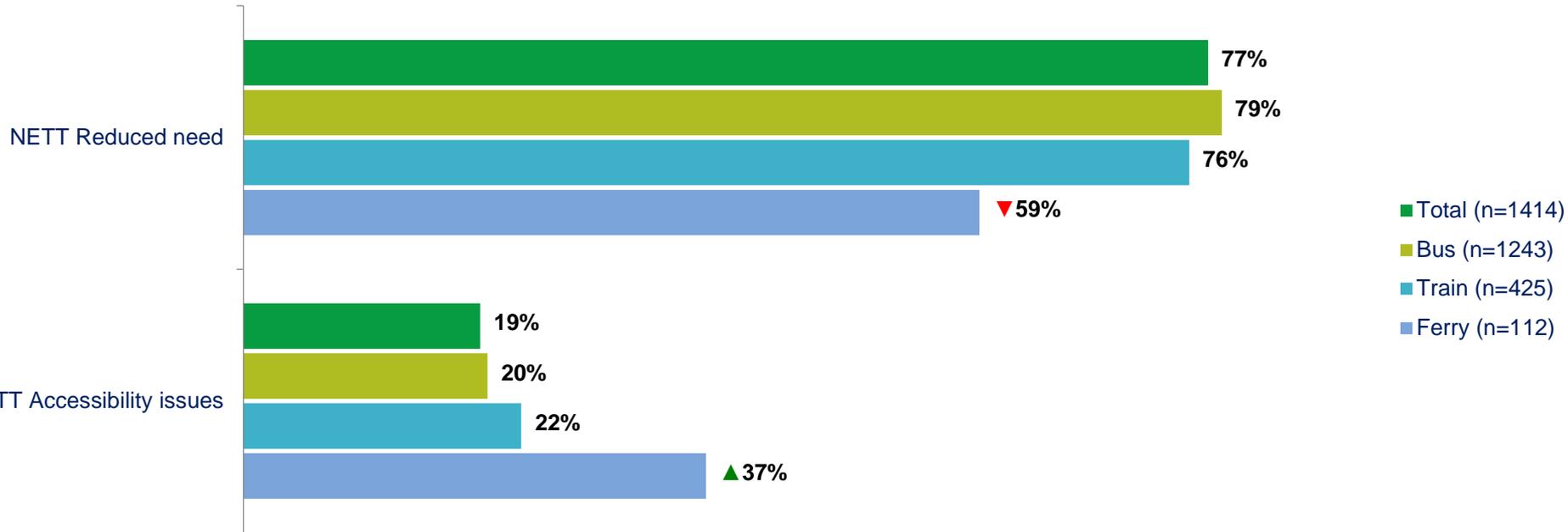
Waka Kotahi objective – how might people's perception of transport modes impact travel choices

- The COVID-19 environment may over time change the way that New Zealanders perceive different modes of transport. This will be important to understand as these perceptions may impact people's travel patterns and behaviour.
- Throughout lockdown, perceived accessibility has been a bigger barrier overall to ferry usage compared with other public transport modes. Perceptions of ferries as a mode have not tangibly changed since level 3 began.
- As noted with buses in the preceding wave, where perceptions around hygiene and distancing remained comparative weak points, this is also the case with trains.
- In level 3 both buses and trains have seen significant improvements in perceptions of affordability, convenience and getting people where they need to go. However, these were already areas of comparative strength for these public transport modes.
- Conversely, taxis and Ubers have seen improvement across multiple areas in level 3, including distancing and hygiene.
- Active modes have both improved on safety and hygiene perceptions, while private vehicle transport has improved perceptions on ability to distance and hygiene.



Ferry users have been much more likely to mention accessibility issues as a reason for reducing their public transport usage

Reasons for reduced reported public transport usage in past seven days

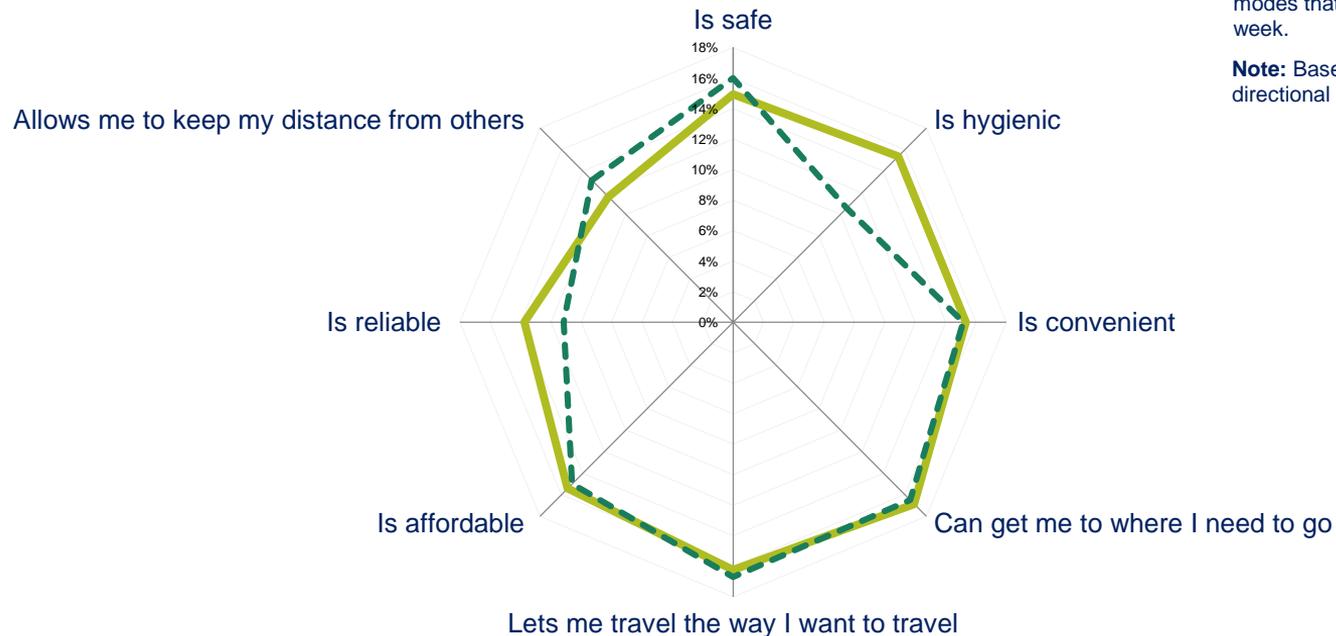


QDEC. Reasons for decrease in PT activity - For which, if any of the following reasons, has your use of public transport decreased?
Base: all decreasing PT usage in past week



Overall, perceptions of the ferry as a transportation mode have not changed to a great extent in level 3

Perceptions of the ferry



NB: users were only asked about transport modes that they personally use during a normal week.

Note: Base sizes are small; results are only directional

— Level 4
- - - Level 3

QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who would normally use the Ferry : level 4 (n=109), level 3 (n=48)



Indicates a statistically significant increase against level 4

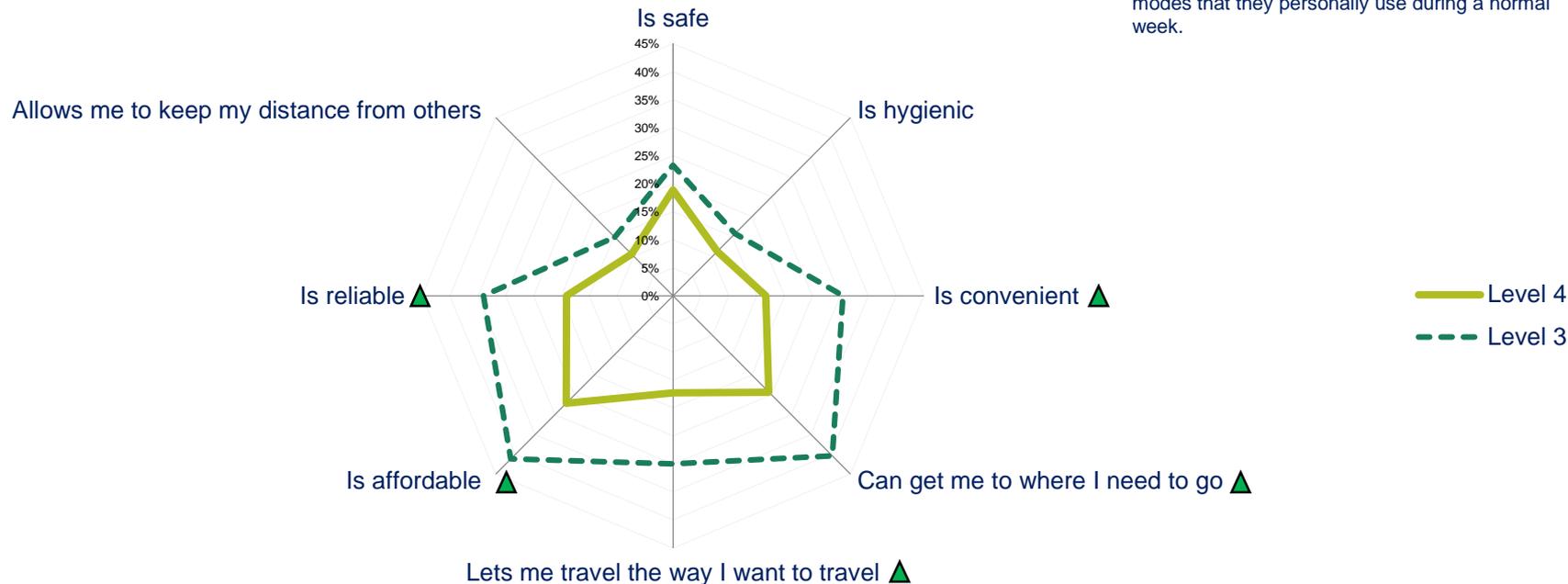


Indicates a statistically significant decrease against level 4

Perceptions of trains as a transportation mode have increased significantly in level 3, but only in areas of relative strength

Perceptions of the train

NB: users were only asked about transport modes that they personally use during a normal week.

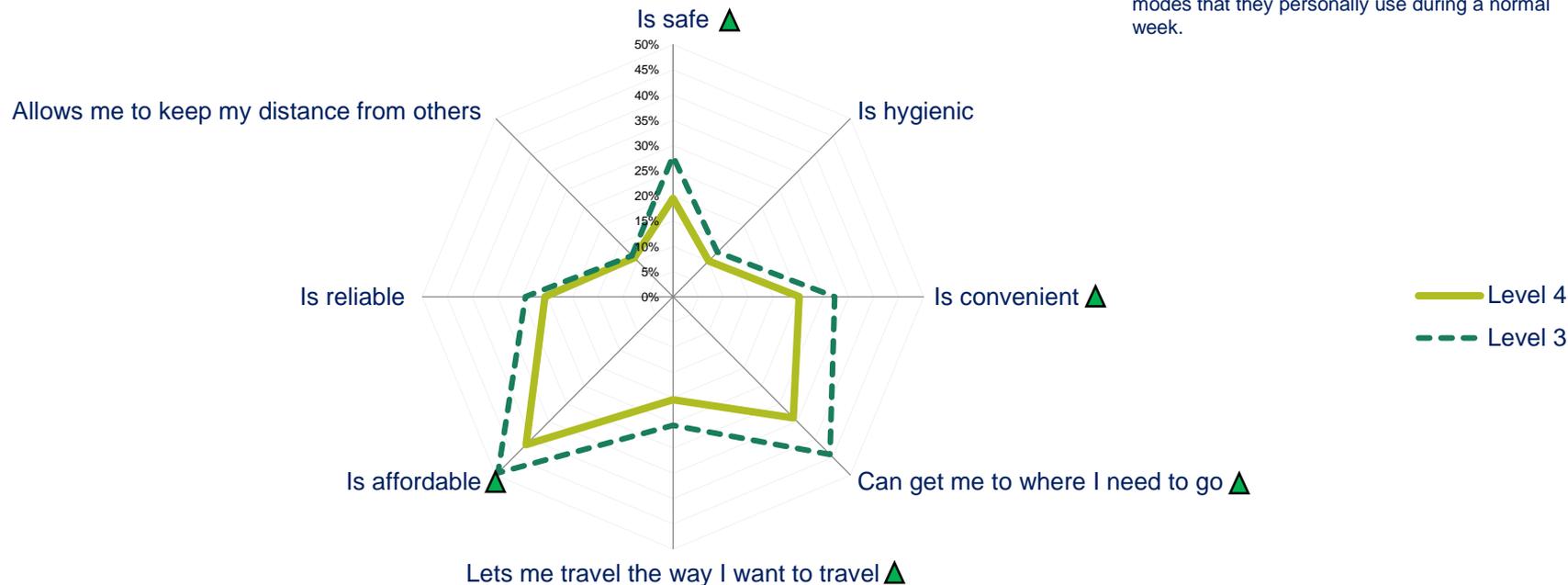


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who transport using the Train regularly: level 4 (n=323), level 3 (n=160)

Perceptions of the bus as a safe transportation mode have increased, although it would be harder to improve perceptions around hygiene and distancing

Perceptions of the bus

NB: users were only asked about transport modes that they personally use during a normal week.

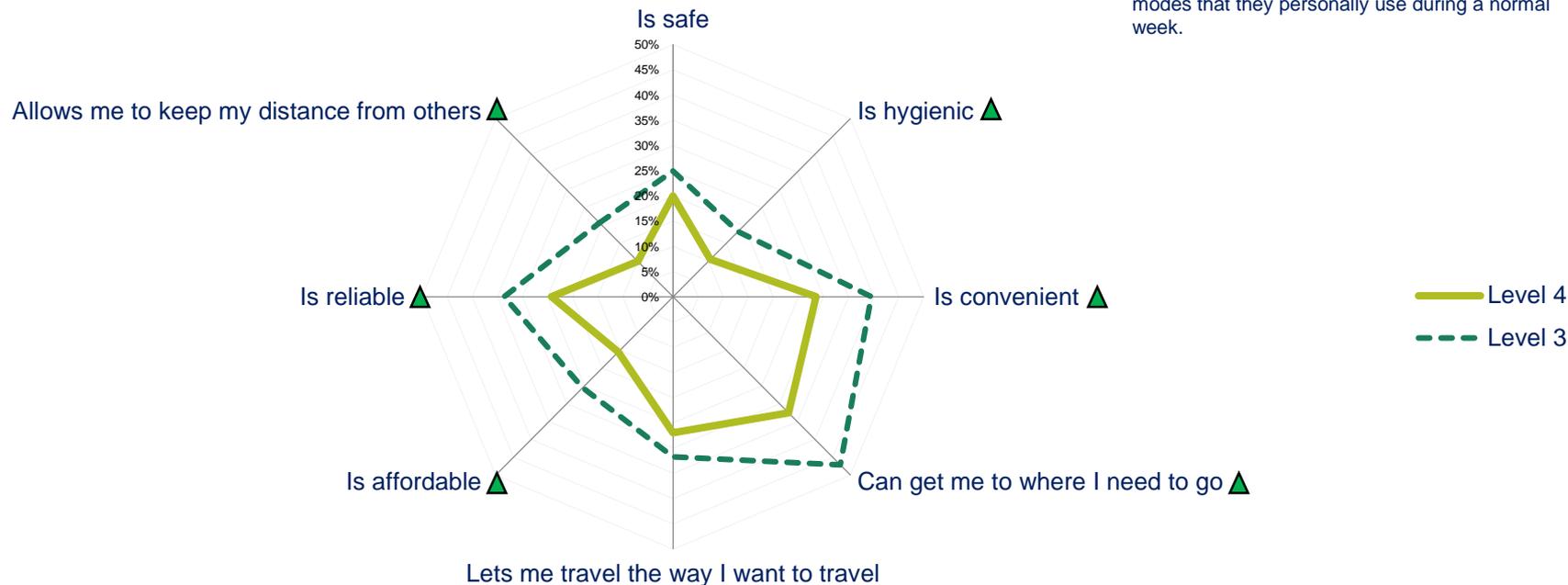


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who transport using the Bus regularly: level 4 (n=943), level 3 (n=452)

Taxis, Ubers and other private hire vehicles have a very different profile to mass transit modes, and they have improved perceptions on distancing in level 3

Perceptions of Uber / taxi

NB: users were only asked about transport modes that they personally use during a normal week.

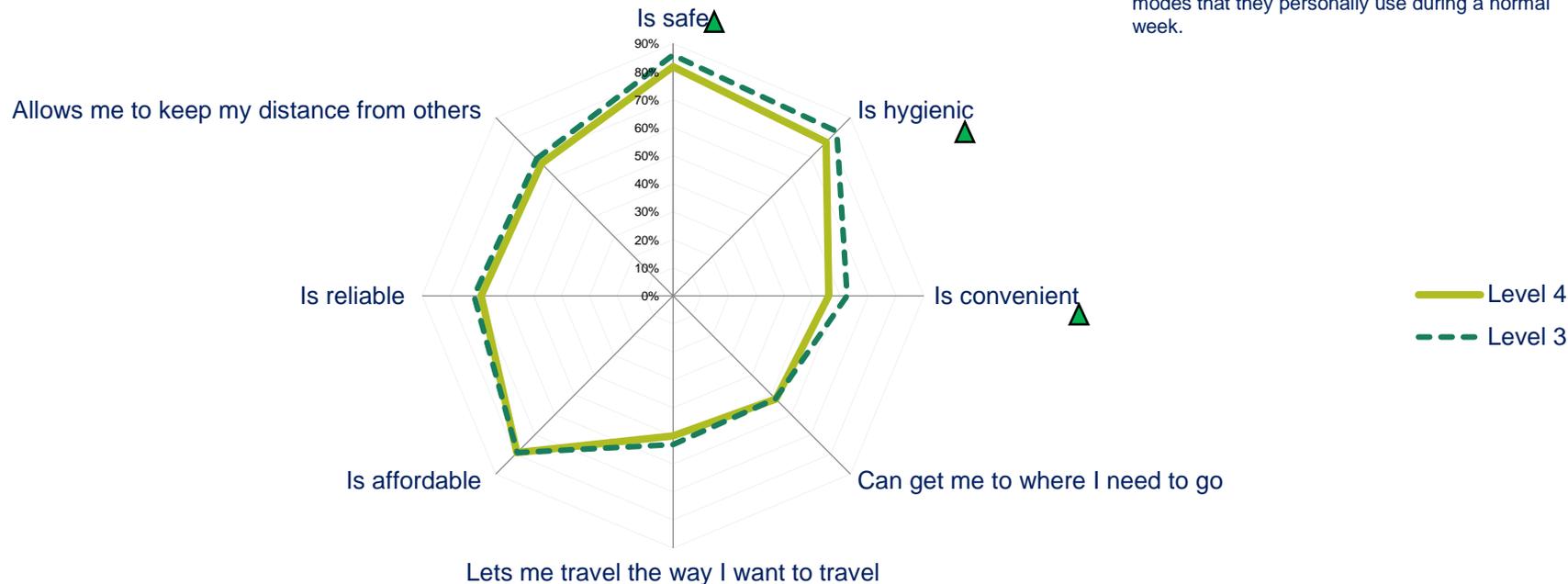


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who transport using an Uber / Taxi regularly: level 4 (n=355), level 3 (n=164)

Walking also has a different profile to other transport modes, and has improved perceptions of safety, convenience and being hygienic in level 3

Perceptions of walking

NB: users were only asked about transport modes that they personally use during a normal week.

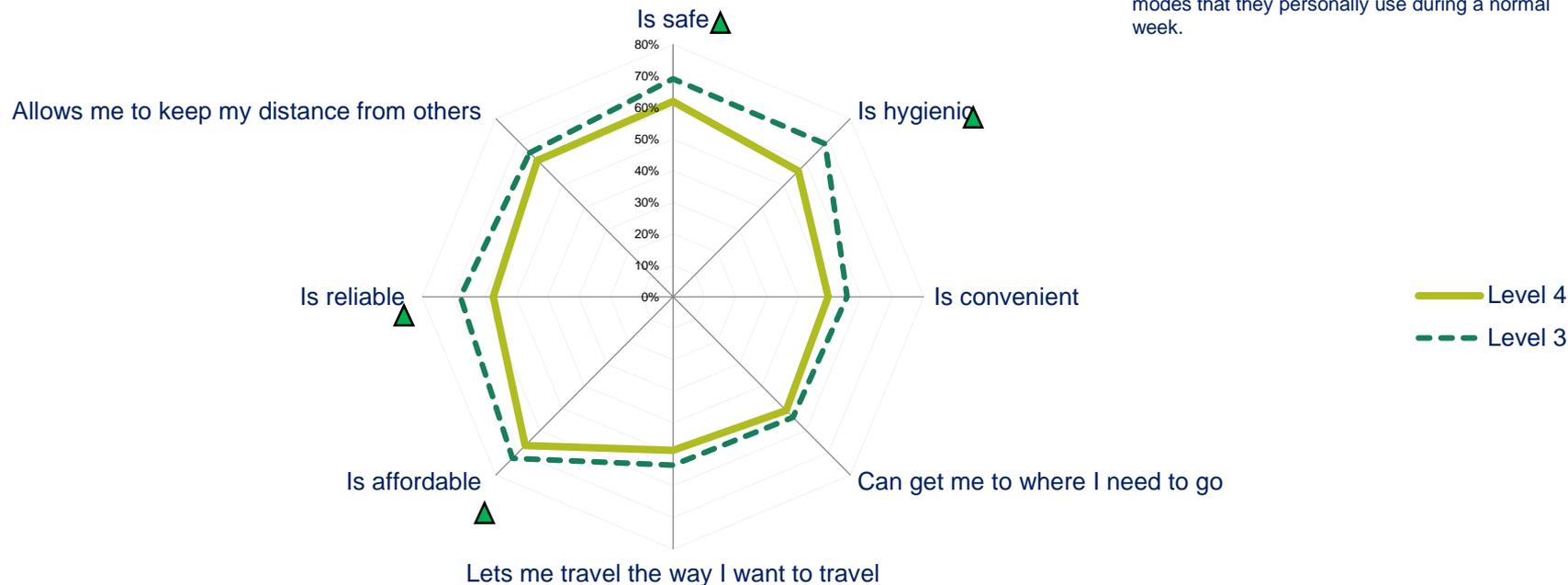


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who transport using the Bus regularly: level 4 (n=1,445), level 3 (n=736)

Cycling has a similar profile to its active mode companion, improving perceptions of safety, hygiene, reliability and affordability in level 3

Perceptions of bicycle including E bike

NB: users were only asked about transport modes that they personally use during a normal week.

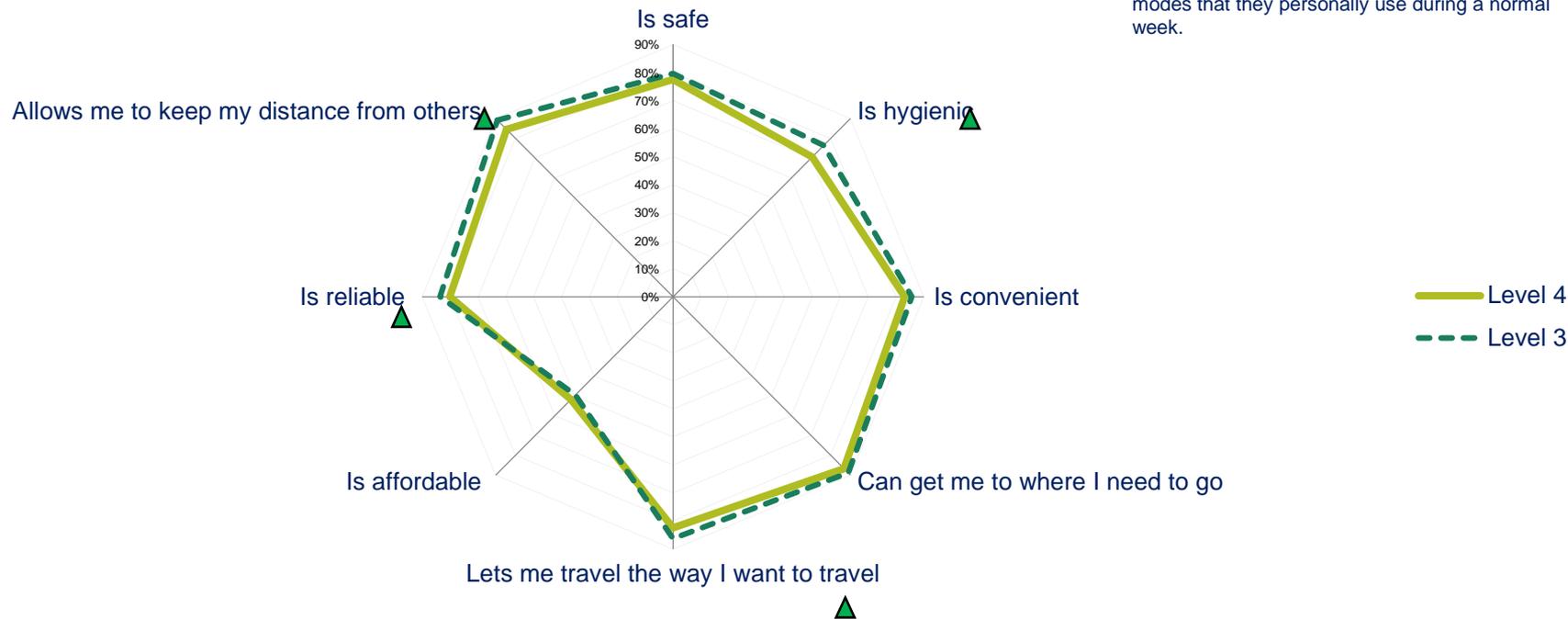


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
 Base: New Zealanders who transport using the Bus regularly: level 4 (n=782), level 3 (n=419)

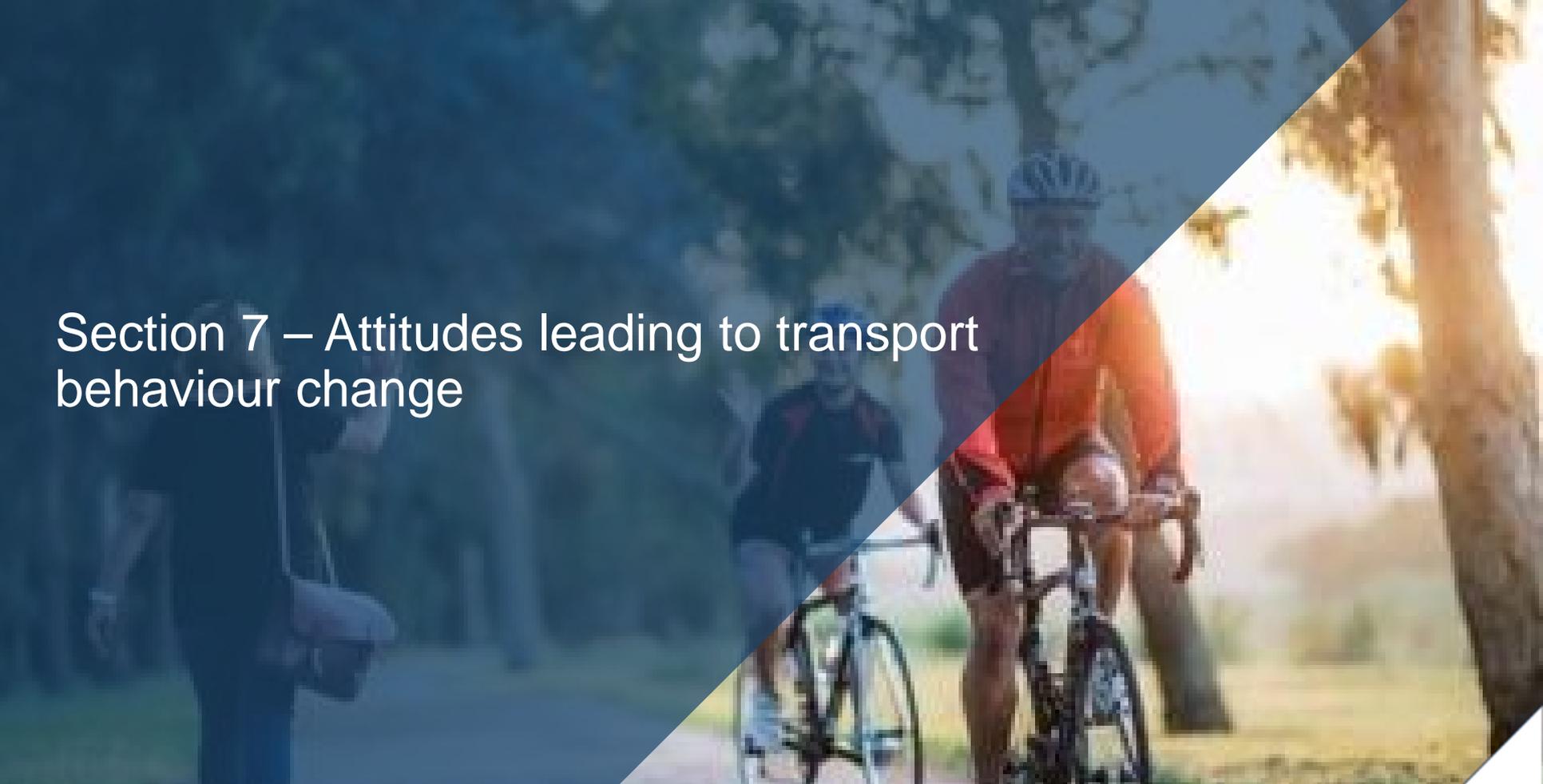
Private vehicles have a different profile compared to other modes, with a relative weakness for affordability, but improving on a number of dimensions in level 3

Perceptions of private vehicles: car / van

NB: users were only asked about transport modes that they personally use during a normal week.



QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?
Base: New Zealanders who transport using the Bus regularly: level 4 (n=1,453), level 3 (n=746)



Section 7 – Attitudes leading to transport behaviour change

We use an holistic model of understanding how to influence behaviour change

COVID-19 tracker MAPPS questions

MAPPS DIMENSION	MAPPS CATEGORY	WHAT IT MEANS	STATEMENT IN QUESTIONNAIRE
Motivation	Outcome expectations	I don't think it will work	Making changes to the way we get around will reduce the impact of COVID-19 on NZ
	Internalisation	I don't want to do it	I am personally very committed to following current travel/movement restrictions
	Self-efficacy	I don't feel able to do it	I don't feel able to get where I need to go
	Identity	I'm not that kind of person	I am not the type of person who would take a trip that is discouraged under the current alert level
	Emotion	I do not feel like doing it	Leaving the house worries me I worry about how I'm going to get the things I need
Ability	Capability	I am not able to do it	At the moment it's very hard to work out how to get to the places I need to go I feel confident I know what travel restrictions are in place when it comes to leaving the house
	Routines	It's not part of what I usually do	My daily travel routines are disrupted at the moment
Processing	Decision forces	How things are processed	I trust my own judgement when it comes to deciding when I go out and where I go
Physical	Structural factors	How things are set up	I can easily get to the places I need to go
Social	Cultural norms	The way we live	New Zealanders are looking out for each other by following current restrictions on travel/movement
	Social norms	The kind of thing expected of us	Most people are following the guidance around what journeys they can take

Key findings – attitudes

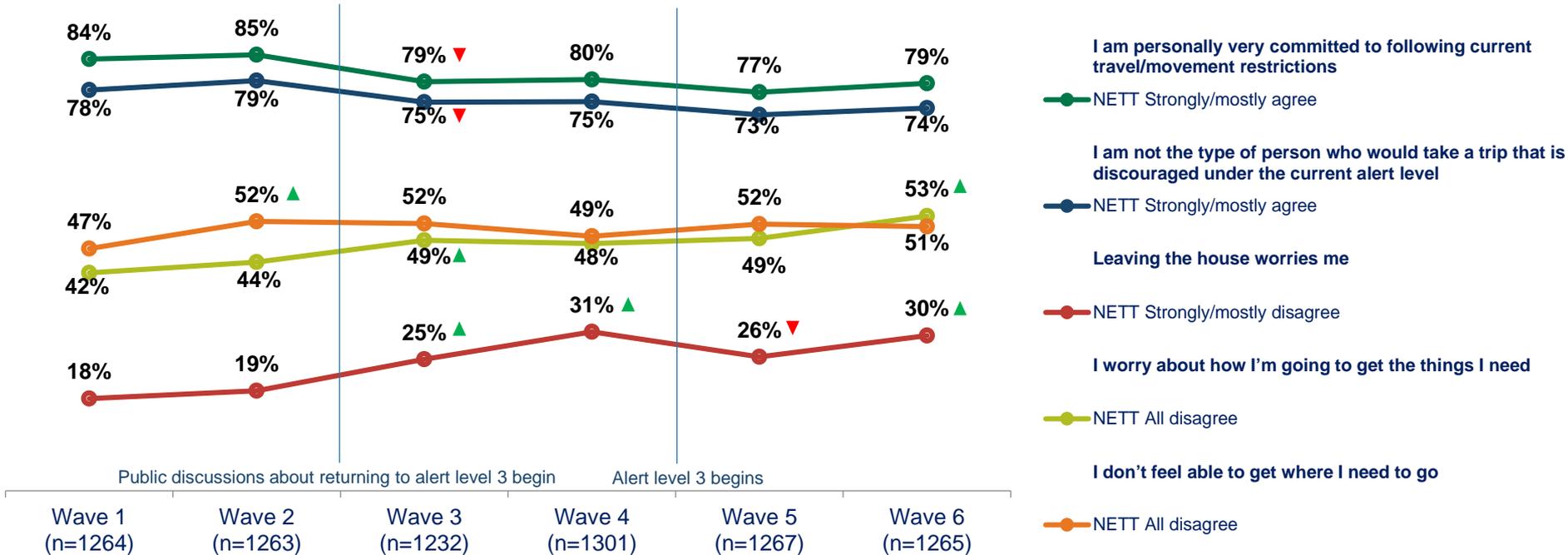
Waka Kotahi objective – understanding behaviour change

- This research has shown that journey patterns are changing somewhat as we adjust to level 3 conditions, so it is important to understand the prevalence of certain attitudes in this environment and how those might drive behaviour.
- Following a decline at the start of level 3, motivation and ability factors have stabilised during the second week, indicating an attitudinal settling in to level 3.
- While the social factor has remained at a similar, lower level, agreement with the cultural factor “New Zealanders are looking out for each other...” has recovered in the second week of level 3.
- While the social factor (“most people are following the guidance...”) can be anchored more in personal observation, the cultural factor is influenced by wider media coverage and may be more movable.
- Demographically, younger people are less motivated to stick to travel restrictions, are more worried about leaving the house and less confident about their knowledge of travel restrictions and their own judgement around travel choices.
- Geographically, people in city centres are more worried about leaving their house, while those in rural areas are less confident about getting where they need to go and knowing where they’re allowed to go.
- Both young people and those living in rural areas are more likely to disagree with social factors.



Motivation factors haven't changed a great deal in level 3, although the proportion who do not worry about getting what they need is back now over half

Motivation factors



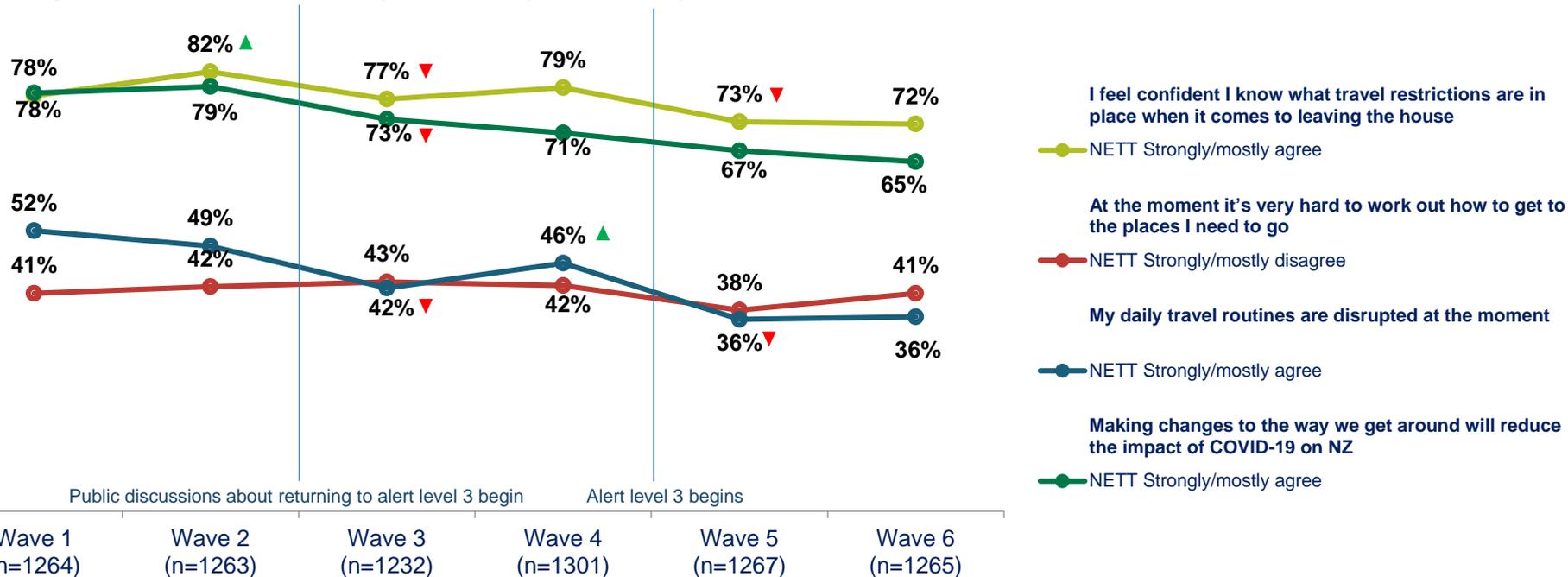
QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand



Ability factors have also remained stable in wave 6 following a decrease in perceived routine disruption and confidence at the start of level 3

Ability factors + outcome expectation (motivation)



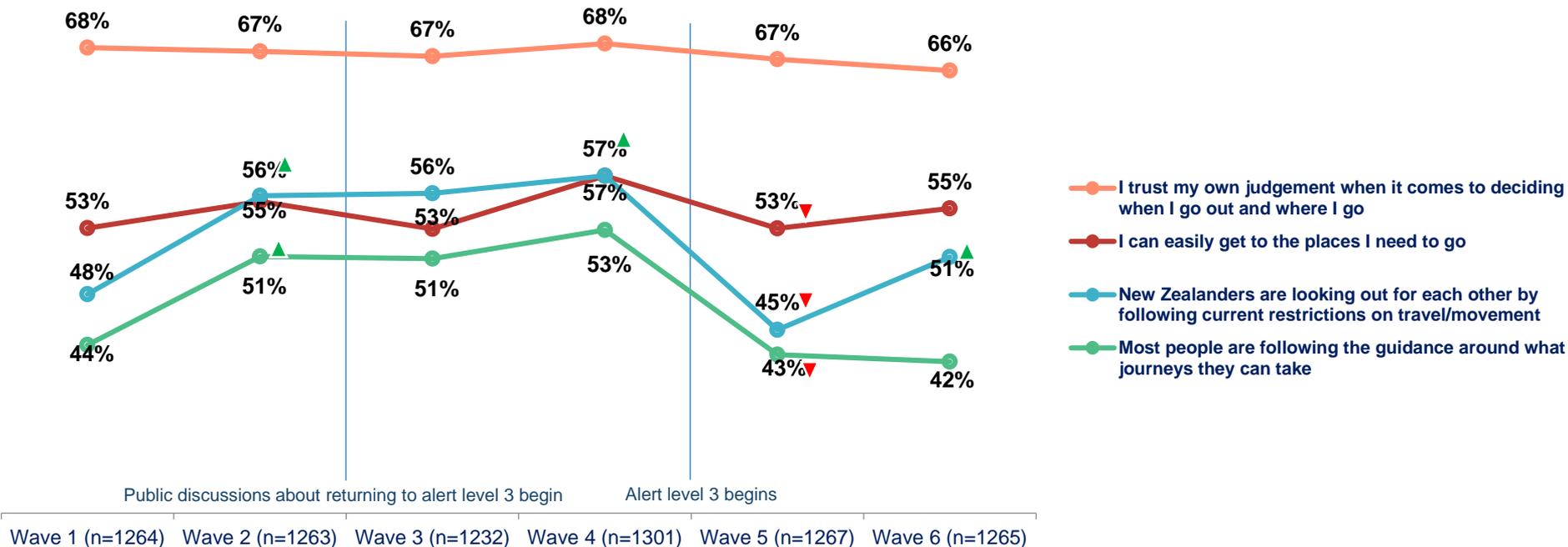
QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand



Perceptions of New Zealanders doing their bit have recovered, while the other social factor has remained at the lower level seen at the start of level 3

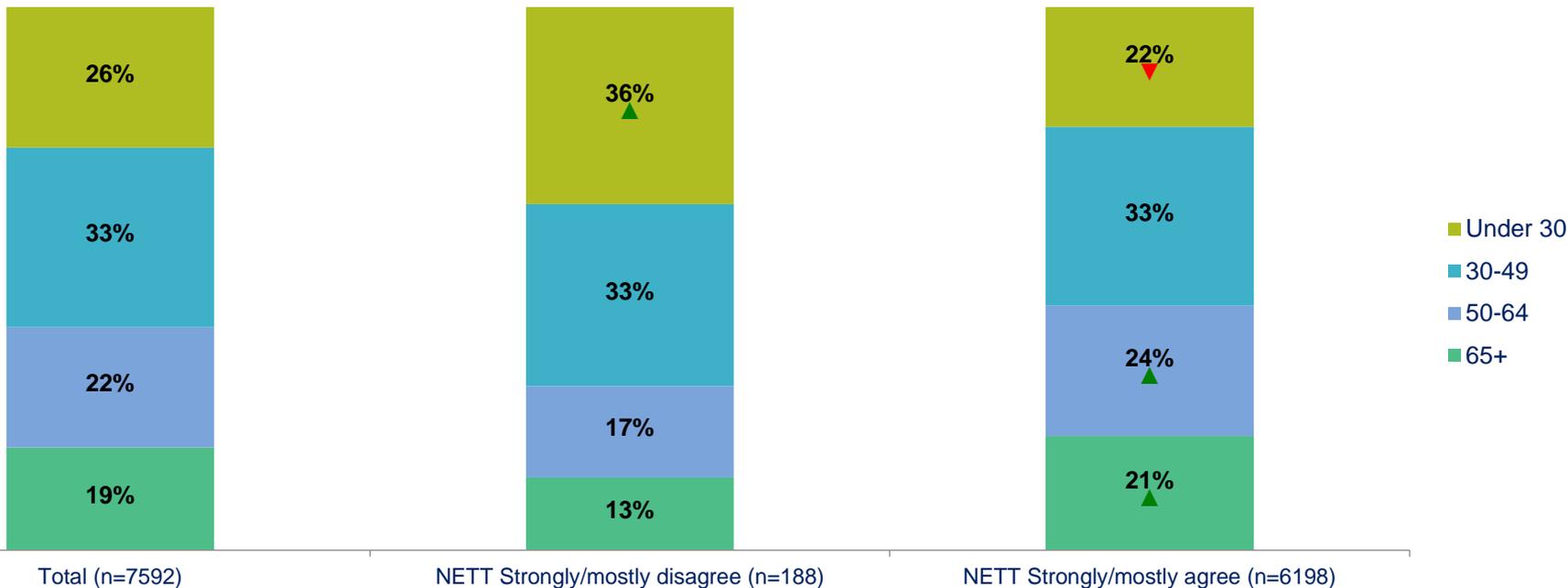
Processing, physical and social factors (NETT strongly / mostly agree)



QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?
Base: all adults 15+ in New Zealand

Younger people are much less likely to agree that they're committed to adherence compared to older New Zealanders

Motivation factors - I am personally very committed to following current travel / movement restrictions



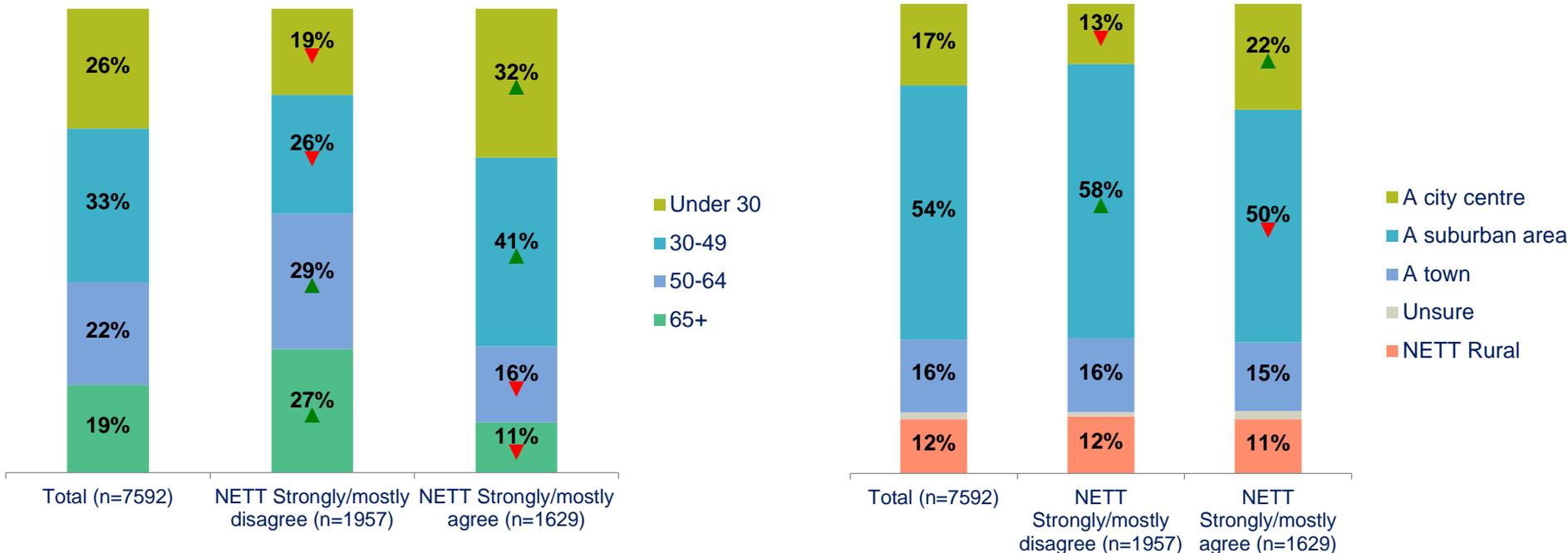
QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand



Worries about leaving the house during the lockdown have largely been concentrated in younger groups and city centres

Motivation factors - Leaving the house worries me



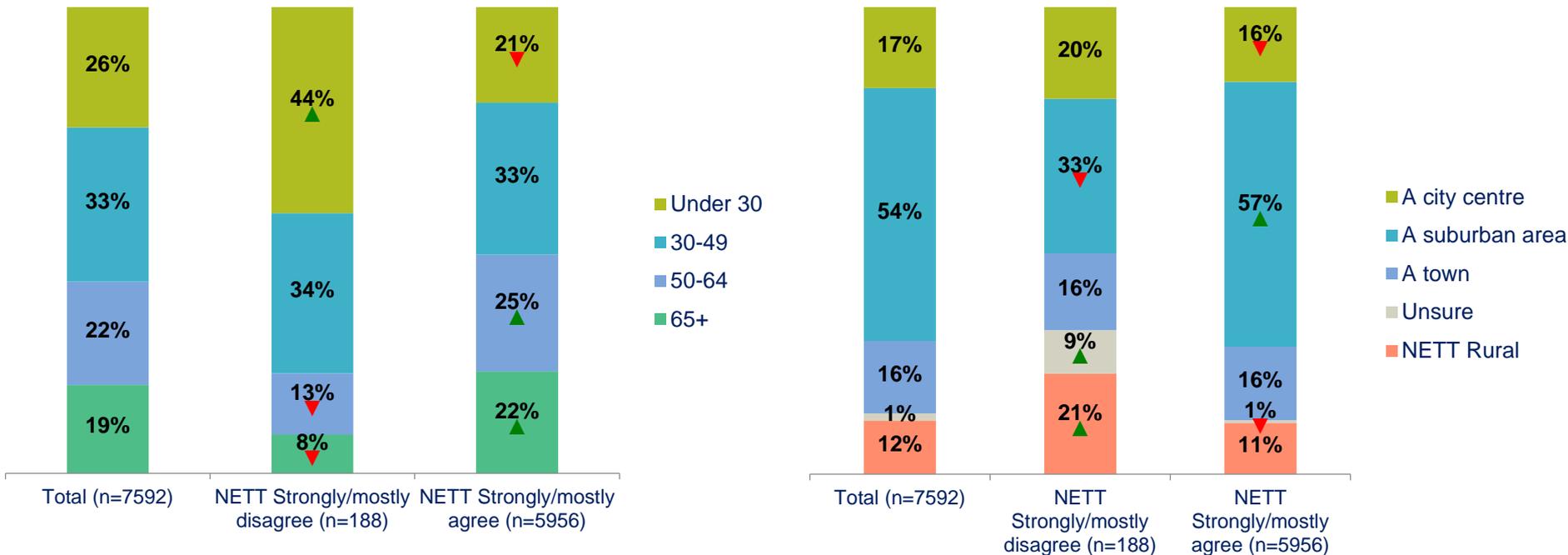
QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand



Younger people are also less likely to feel confident about travel restrictions, as are those living in rural areas

Ability factors - I feel confident I know what travel restrictions are in place when it comes to leaving the house



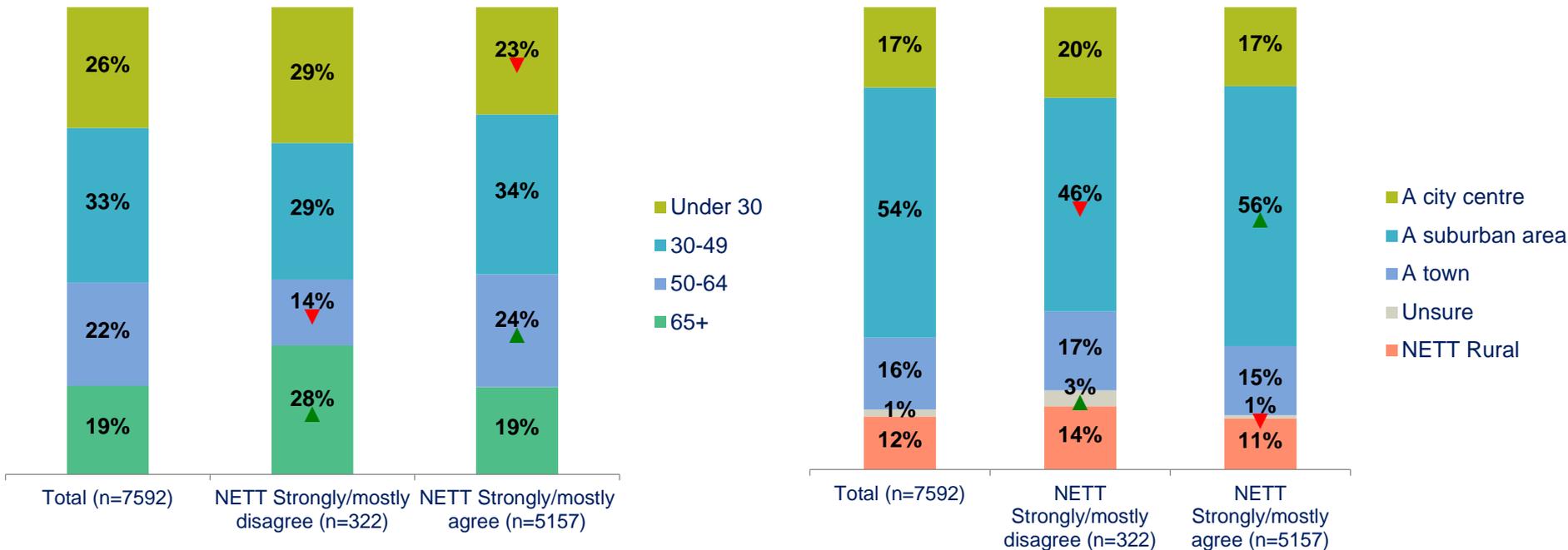
QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand



Younger people are less likely to say that they trust their own judgment about where to go, as are those in rural areas

Processing factors - I trust my own judgement when it comes to deciding when I go out and where I go



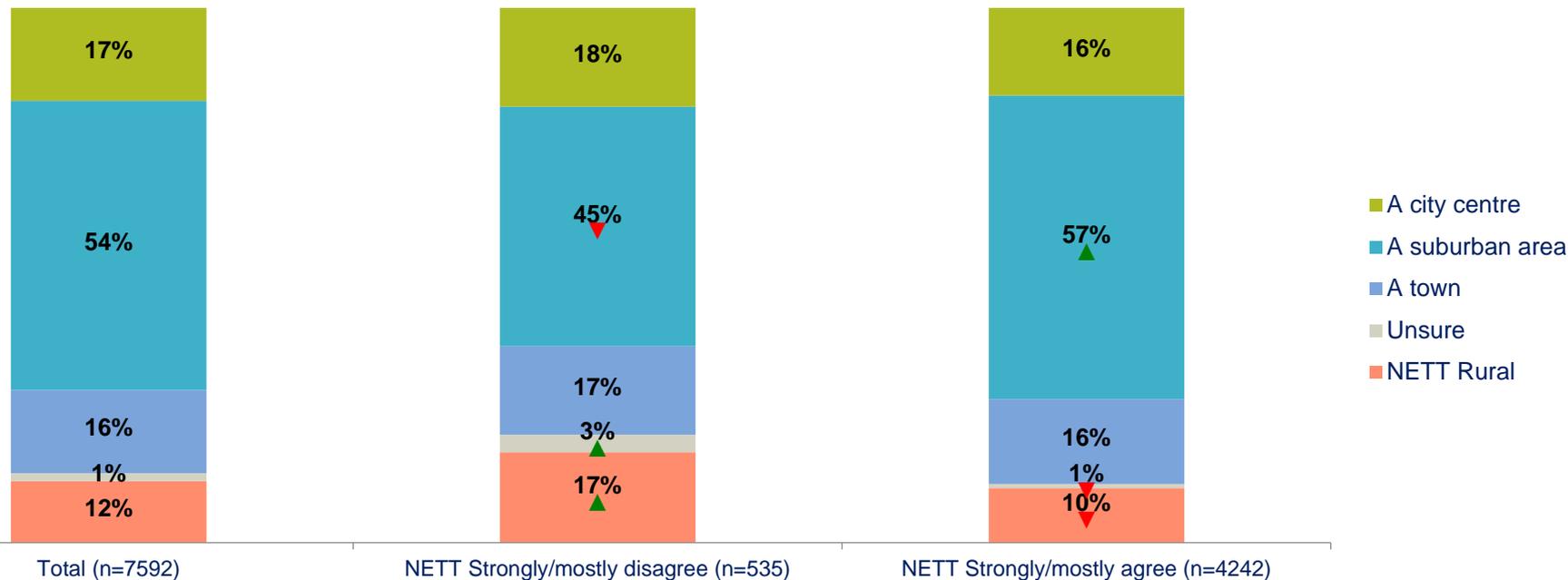
QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand



Those living in rural areas are much less likely to say that they can easily get to where they need during lockdown, with suburbanites most likely to agree

Physical factors - I can easily get to the places I need to go

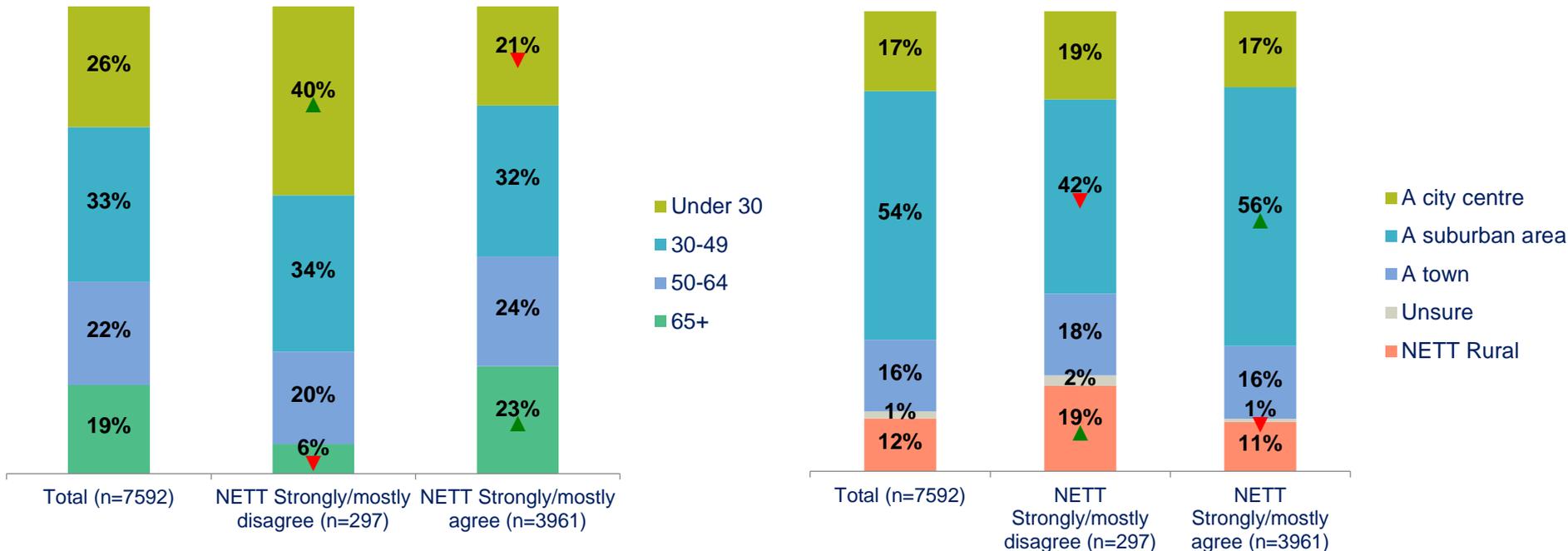


QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?
 Base: all adults 15+ in New Zealand



Over 65s are most likely to agree that New Zealanders are looking out for one another, with those living in rural areas and younger people most likely to disagree

Social factors - New Zealanders are looking out for each other by following current restrictions on travel



QATT: Thinking about recent events and the Covid-19 pandemic in general. To what extent do you agree or disagree with the following statements?

Base: all adults 15+ in New Zealand





Section 8 – Returning to school

Key findings – returning to school

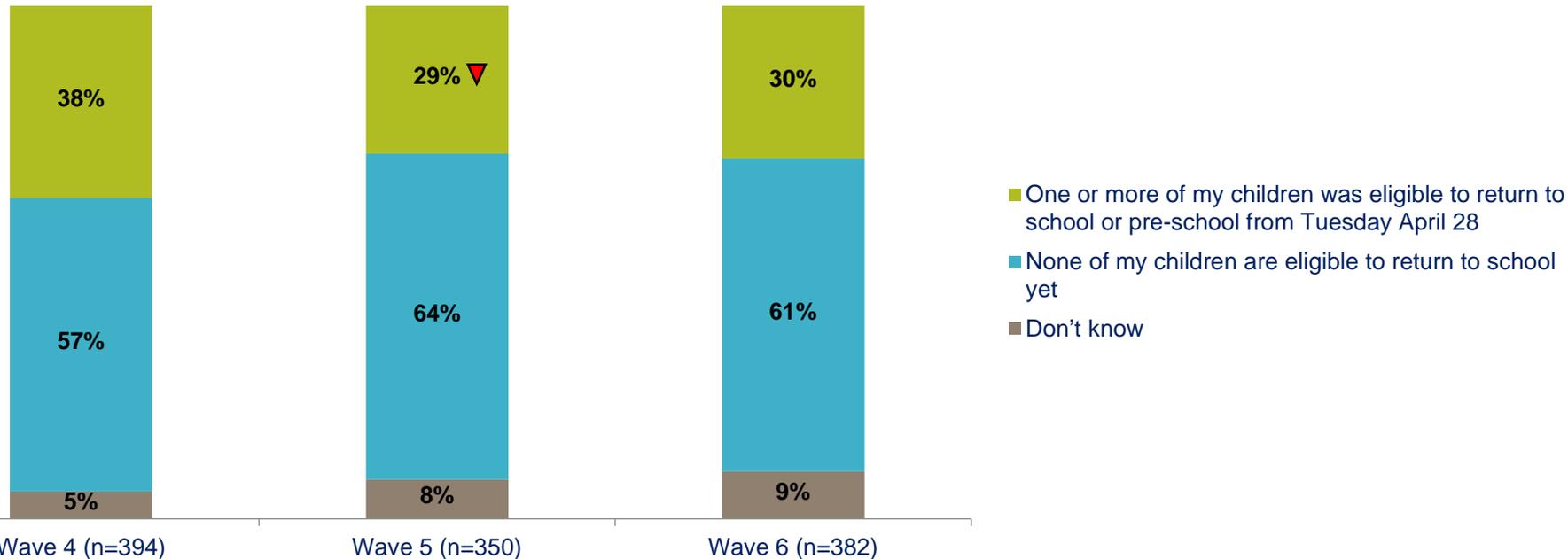
Waka Kotahi objective – how is travel changing?

- When restrictions were lifted to alert level 3 on 28 April, a number of children were permitted to return to school or pre-school across New Zealand. It is important to understand how the intention to return is likely to impact daily traffic on our roads and rails.
- The proportion who believe their children are eligible is unchanged since the preceding week, with three in 10 saying their children may return.
- Of these, the majority of parents are still hedging, indicating that they will wait longer to decide or they just don't know when they will allow a return.
- However the proportion who have returned their children, or who intend to do so, is slowly increasing,
- This translates to a picture where in total 5% of parents say that one or more of their children have returned to school. This is likely to shift at the beginning of level 2, since the main barrier to return so far has been that most children aren't yet eligible.



The proportion of parents who feel their children are eligible to return has remained consistent in the second wave of level 3

Children eligible to return to school



NB: official eligibility during level 3 is for children of essential workers.

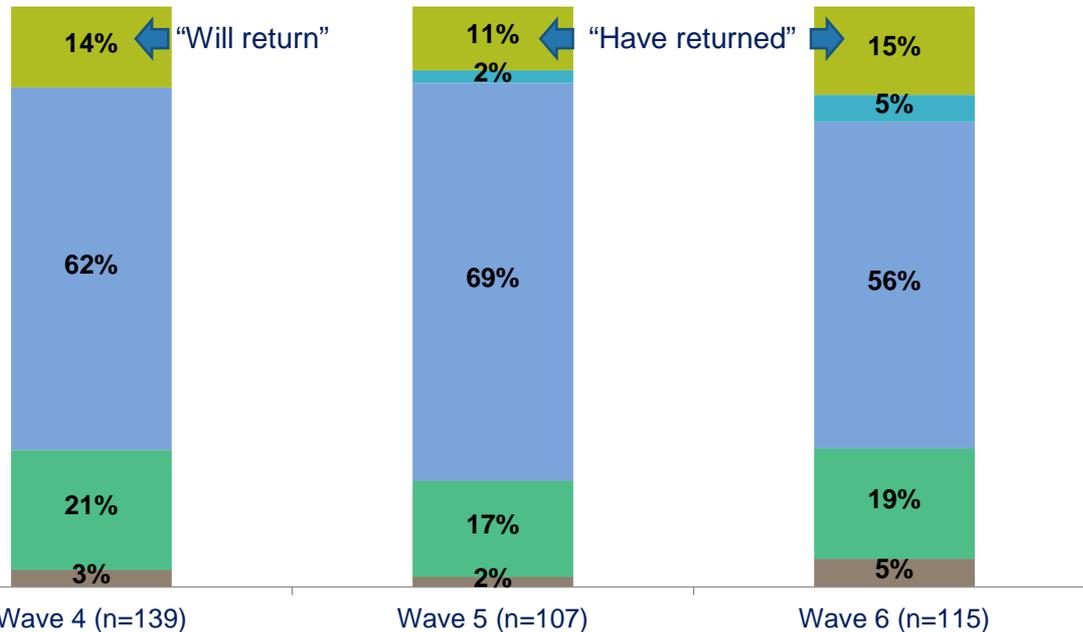
QHH1A. You said that you have children living at home with you. Which, if any of the following applies to you? QHH1B. And which, if any, of the following applies to you?

Base: those with children living at home



At this stage one in five parents say they have at least one child who has, or is about to return to school in the coming week

Intending / have returned children to school



- At least one of my children (Level 4 "has returned", Level 3 "will return") to school or pre-school this week
- At least one of my children will return to school or pre-school this week, but they have not done so yet
- I will wait a little longer before allowing my children to return to school or pre-school
- I am not sure yet when I will allow my children to return to school or pre-school
- Prefer not to say

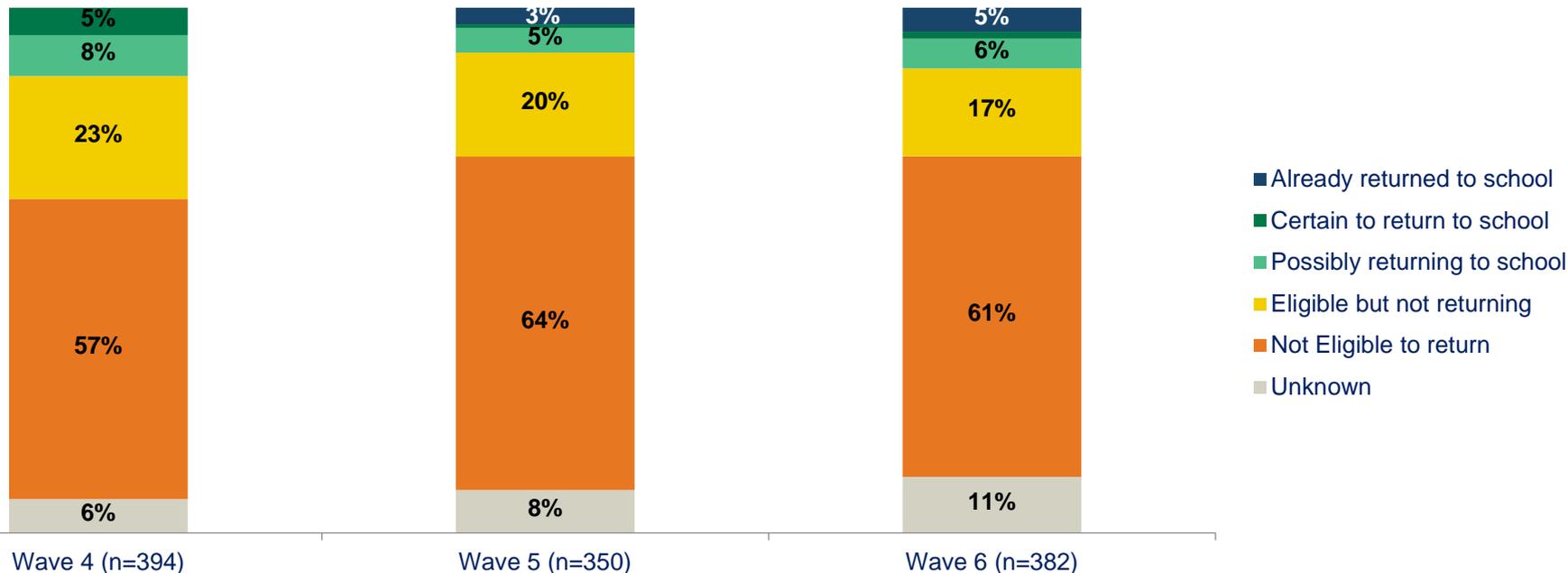
NB: official eligibility during level 3 is for children of essential workers.

QHH1A. You said that you have children living at home with you. Which, if any of the following applies to you? QHH1B. And which, if any, of the following applies to you?

Base: those with children living at home

Among the total population of parents, the majority of parents returning their children to school remains low because three in five don't have eligible children

Intending / have returned children to school



NB: official eligibility during level 3 is for children of essential workers.

QHH1A. You said that you have children living at home with you. Which, if any of the following applies to you? QHH1B. And which, if any, of the following applies to you?
Base: those with children living at home

