

**Proposed Penlink Toll Road
Survey of “*Affected Communities*”
Report**

**(Proposed link between Whangaparaoa
Peninsula and SH1 at Redvale)**

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1. Background to Survey

1.1 Legislative Context

The Land Transport Management Act 2003 (the "Act") has made provision for tolling of new roads, subject to obtaining approval by an Order in Council. Section 48 of the Act sets out the "procedure for recommending making of order under Section 46".

Section 48(1) of the Act provides that "The Minister must not recommend the making of an Order in Council under 46(1) unless ...

...

...

...

(d) either

(iii) the activity is included in the current national land transport programme;

or

(iv) the Minister is satisfied that there is a high degree of support from affected communities; and ..."

The proposed link road between Whangaparaoa Peninsula and SH1 at Redvale (Penlink) as a toll road is not provided for in the current land transport programme. Consequently Rodney District Council decided to undertake a survey of the affected communities to assess the level of support.

Under the Act "affected community, in relation to a proposed activity, means a group of people who are affected by the proposed activity because of living, studying, or working in close geographical proximity to the proposed activity".

1.2 Aims

The objectives of the survey were stated as:

- To assess the degree of support from "affected communities" for the proposed activity;
- To identify the reasons for support or otherwise from "affected communities".

Rodney District Council (RDC) requested Nexus Planning and Research Ltd. to manage a research project to achieve a statistically reliable measure of the level of support/opposition in the community, with regard to the proposed activity. There were requirements to carry out the research within a specified geographic area and with respondents who met particular definitions of living/studying/working in that area.

A description of the proposal was developed to show to respondents and a map of the area and route. It was made clear to respondents that without tolls this road would not be built.

1.3 Methodology

A door to door household survey and a workplace survey were carried out between 4th and 22nd November in the defined area between Red Beach and Redvale, including Whangaparaoa Peninsula (see Appendix 1).

Sub-samples of those people who studied and worked in the area were compiled from the sample of those who lived in the area. Enquiries at local educational facilities, and information from the Census, had established that nearly all who studied in the area, and most people who worked in the area, also lived in the survey area.

For the household survey a sample size of a minimum of 500 was established as necessary to provide a maximum margin of error on the results of no greater than $\pm 6.5\%$. This was required to increase the likelihood that the degree of support/opposition could be clearly established statistically.

For the workplace survey, 100 interviews were carried out to provide information on whether a similar pattern of support/opposition was indicated for workers who were not residents, compared with the larger number who did live and work in the area.

Household Survey

In accordance with standard market research practice for a door to door survey, interviewing was carried out in 63 clusters of 5 households. 315 households were needed to provide 592 respondents. The clusters were spread throughout the survey area, proportional to residential density. Interviews were sought with all people aged 16 plus in the sampled households.

If there was more than one respondent home at the time the interviewer visited, care was taken that each interview was confidential and was not overheard. Interviewers made appointments to call back to obtain interviews with all eligible respondents in the households selected for interview. In 26 cases of unavailability, telephone interviews were carried out.

Workplace Survey

To include non resident workers, a small quota sample workplace survey was carried out. The results are indicative of the approximately 35% of the workforce who work, but do not live in the area.

For the workplace survey, a listing of all business units in the Eastern ward of Rodney District was used to select workplaces according to seven pre-defined business categories.

These categories were approximately in proportion to industry types according to the distribution of employment in the area from Statistics New Zealand Business Demographics (December 2004).

An interviewer established eligibility, interviewing only workers who did not live in the defined area, as workers resident in the area were already represented in the door to door household survey.

(Details of the methodology are available in Appendix 1).

1.4 Contractors

The questionnaires were developed by Nexus Planning and Research Ltd. based on questionnaires used in a similar exercise for the Alpurtt B2 toll road survey. The Alpurtt questionnaires were subject to a process of consultation with Transit New Zealand and their legal advisors and were also peer reviewed by a University-based specialist.

The draft questionnaires for Penlink were reviewed by Rodney District Council officers and an additional question was added asking explicitly which of the possible effects of the road applied to or were of concern to the respondents. These possible effects were also used to

define the affected community boundary. A pre-test of ten interviews was carried out by the field work company (Consumer Link) and in response further minor amendments were made prior to the questionnaire being finalised.

Fieldwork was tendered and contracted to Consumer Link Ltd. Data processing was contracted to Information Tools Ltd. Consumer Link are one of the leading market research fieldwork companies in New Zealand and have the best capacity for door-to-door surveys. The company is IQS (Interviewing Quality Standards) accredited and has good quality control procedures in place. An audit of 10% of interviews is conducted by Consumer Link on all surveys to validate that all respondents qualified for the survey and that the interview was administered to a high standard. Information Tools are a New Zealand owned company who specialise in market research software and database preparation. Transit New Zealand use this software for data analysis and the Penlink database is easily transferable to them for further analysis or validation should this be necessary.

The completed questionnaires from the survey were audited, checked and processed by Consumer Link Ltd into data files which were forwarded to Information Tools Ltd., the data files were locked into a database which can be interrogated, but not deleted or altered. Data analysis and report writing was conducted by Nexus Planning and Research Ltd..

1.5 The Sample

People Who Live

This report is based on 592 interviews carried out at 315 households.

315 of these were with the first eligible person contacted per household.

277 were with "other" adults in the same households.

Of the respondents, 11 were from holiday homes/weekenders, all other respondents were at their main residence.

People Who Study

74 of the 592 respondents in the household survey were studying, 37 of these 74 studied at schools or institutes in the area, 9 studied at work such as an apprenticeship, 10 attended an evening class, 3 studied by correspondence, and 3 studied only at home, 2 studied computer courses, and 10 did some other type of study (each other type of study mentioned by 1 person). Because of the need for the homework/home study, regardless of the location at which the student was registered, it was assumed that all who lived in the area and studied, were included as people who study in the area. One in five of the households interviewed contained an adult who was studying.

Children Under 16

The respondents in the households interviewed included 109 caregivers of children under 16.

Children under 16 were not directly interviewed and hence their caregivers were identified as a particular group of respondents. There were nearly 194 children under 16 in the households interviewed. 84 of these studied within the area, 47 outside the area, and 6 refused.

Almost one in five of the households interviewed contained a child under 16 who was studying.

Nearly two thirds of the households interviewed did not have children under 16.

People Who Work

Household Survey

The door to door survey included interviews with 212 residents who worked in the area. (the results for these are reported in the “work” sub-sample of the household survey.) There were a total of 402 respondents who were in paid employment in the households where interviews took place. Nearly three quarters of households contained a person in paid employment.

Workplace Survey

In addition, in the workplace survey, 100 interviews were carried out with people who worked in the area, but did not live in the area. (The results for these are reported in the “Workplace” column, separate from the household survey).

1.6 Contact and Response Rates

Household Survey

A total of 400 households were to obtain the 315 households for interview. This was an 79% contact rate, ie nearly eight out of every ten households that were approached took part.

Of the 592 interviews obtained, 277 were from a second (or other) person in the same household. From the first interview at each household, it was established that there were 310 second (or other) persons in the households where interviews took place. In total there were 626 eligible respondents in the households interviewed. 592 were interviewed – a 95% response rate.

Contact rates and response rates were higher than usual for a door to door survey and were several times higher than what might have been achieved from a telephone survey. There was a high degree of willingness to be interviewed. There was high awareness of the Weiti Crossing/Penlink toll road proposal (96%, lower only among under 20 year olds). There was a strong interest in the subject. Interviewers handed survey households a letter from Rodney District Council (see Appendix 5) at the first contact, explaining the need for the survey.

Workplace Survey

A total of 100 interviews were achieved from 72 workplaces across seven categories specified as representing the range of particular workplaces in the district. Details are supplied in Appendix 2. This survey was intended to represent the one in three workers who work in the area, but do not live there. Workplaces were randomly sampled to achieve the quotas within the established work type categories. The 100 responses from the workplace survey are intended as a supplement to the 212 worker interviews in the household survey, to help indicate the pattern of responses from “people who work” whether resident or not.

Many workplaces contacted (112 out of 227) contained no employees who were not local.

Locally resident employees were eligible for interview in the door to door survey.

2. Results

2.1 Relevance and Concern about Impacts

This section reviews the attitudes and perceptions of respondents to the issues underlying the definition of the *“affected community”*. Respondents were asked “which of the following possible effects of the road will apply to you or concern you?” This is a question about the relevance of the different issues to residents of the affected community.

The results show that improved access to and from Whangaparaoa Peninsula, to the road network generally and improved safety for vehicles and other road users are the main effects. These are all generally positive aspects of the road. Possible ecological disturbances are felt to be the main negatives, of concern to or affecting 23% of the respondents. A further 20% are concerned or affected by the visual impacts and 17% by the air pollution from the vehicles on the road. The impacts on iwi, heritage or archaeological sites are the least concern, however, these are also the most uncertain with 14% unsure of the possible effects.

Table 1 – Household survey possible effects

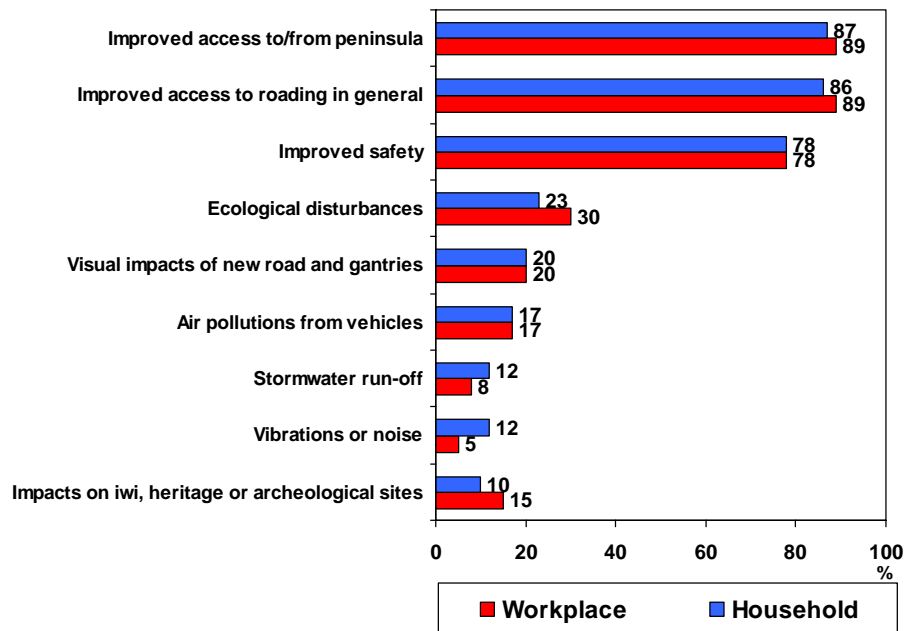
Possible Effects	Household Survey					
	Yes		No		Don't know	
	(no)	%	(no)	%	(no)	%
Improved access to and from Whangaparaoa peninsula	517	87	69	12	6	1
Improved access to the roading network in general	512	86	64	11	16	3
Improved safety for vehicles and other road users	461	78	86	14	45	8
Ecological disturbances	137	23	438	74	17	3
Visual impacts of the new road and gantries	117	20	461	78	14	2
Air pollutions from the vehicles on the road	99	17	487	82	6	1
Storm water run-off from the road	73	12	511	86	8	2
Vibrations or noise from the road	72	12	515	87	5	1
Impacts on iwi, heritage or archaeological sites	58	10	448	76	86	14

The results from the Workplace survey were very similar regarding the impact of possible effects, both in terms of proportions affected and rank order of issues. The one exception is possible effects of the road on iwi, heritage and archaeological sites which were felt to affect (or be of concern to) the non-resident workforce more than water run-off or vibrations. As with the household survey, there were also proportionally more who were uncertain about these effects.

Table 2 – Workplace survey possible effects

Possible Effects	Workplace Survey					
	Yes		No		Don't know	
	(no)	%	(no)	%	(no)	%
Improved access to and from Whangaparaoa peninsula	89	89	9	9	2	2
Improved access to the roading network in general	89	89	10	10	1	1
Improved safety for vehicles and other road users	78	78	14	14	8	8
Ecological disturbances	30	30	69	69	1	1
Visual impacts of the new road and gantries	20	20	79	79	1	1
Air pollutions from the vehicles on the road	17	17	83	83	-	-
Storm water run-off from the road	8	8	87	87	5	5
Vibrations or noise from the road	5	5	95	95	-	-
Impacts on iwi, heritage or archaeological sites	15	15	75	75	10	10

Possible effects of toll road



2.2 Level of Support/Opposition – Households and Workplace Surveys

The results show that support for the Penlink toll road is very high amongst those who live/study/work and amongst the workplace survey respondents. Strong support for the Penlink toll road is lower in the workplace survey than the household survey. Combined support (strongly and somewhat) is high in both the household and workplace surveys. Table 3 shows the detailed responses, whereas table 4 shows the combined 'support' and combined 'oppose'.

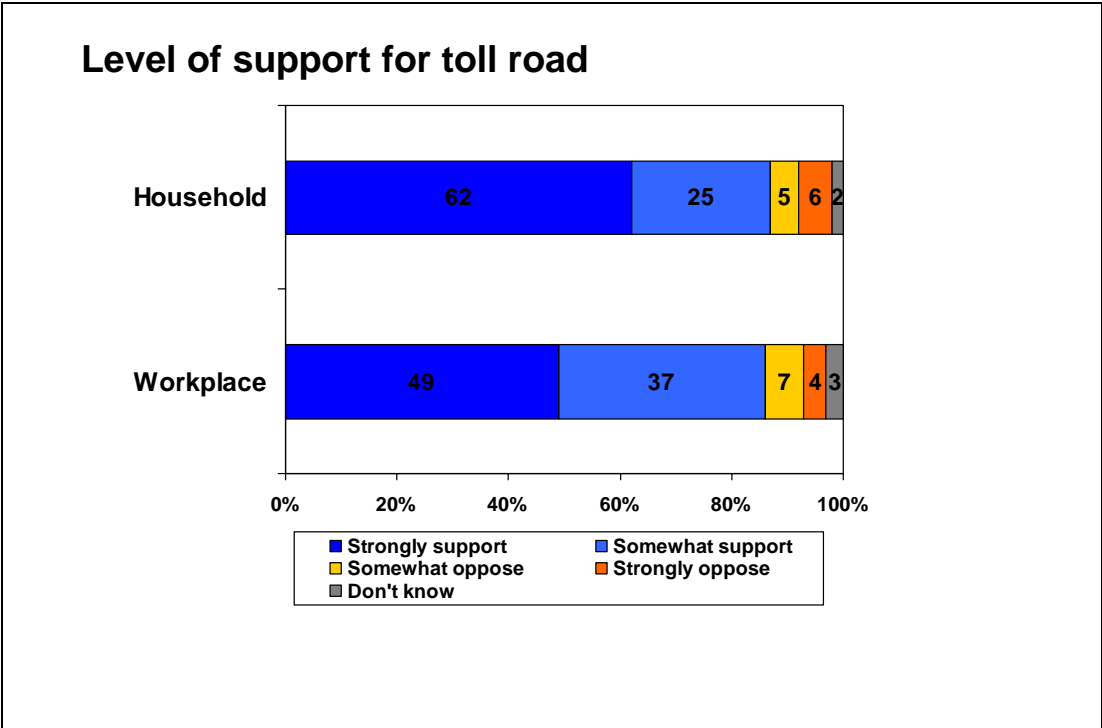
Table 3 – Support - Live/Study/Work

Ratings	Household Survey						Workplace Survey	
	Live		Study*		Work*		(no)	%
	(no)	%	(no)	%	(no)	%		
Strongly support	365	62	41	55	131	62	49	49
Somewhat support	150	25	22	30	57	27	37	37
Somewhat oppose	30	5	5	7	8	4	7	7
Strongly oppose	35	6	4	5	13	6	4	4
Don't know/undecided	12	2	2	3	3	1	3	3
Total respondents	592	100	74	100	212	100	100	100

Table 4 - Combined Support – Live/Study/Work

Summary	Household Survey						Workplace Survey	
	Live		Study*		Work*		(no)	%
	(no)	%	(no)	%	(no)	%		
Support (strongly or somewhat)	515	87	63	85	188	89	86	86
Oppose (strongly or somewhat)	65	11	9	12	21	10	11	11
Don't know/undecided	12	2	2	3	3	1	3	3
Total respondents	592	100	74	100	212	100	100	100

*A sub-sample of "live" – shown here as those who study/those who work within the area.



The main reasons for support/opposition are shown in Table 5. The first column shows that over half of respondents mentioned better access/reduced traffic congestion/better traffic flow. About one in three mentioned reduced travel time/travel distance/less stress and one in five mentioned the need for alternative routes/toll and non toll/choice of route.

The middle column shows the results for supporters of the toll road. The main reason for support was to have better traffic flow/better access. Other main reasons included:

- reduce travel time
- the need for alternative routes/choice of route
- encourage more people/industry/jobs/tourism development/ safety

The last column shows the results for those who oppose the toll road. The main reason for opposition was objection to tolls as they have already been paid. Other main reasons included:

- waste of money/too expensive/improve public transport/improve short term solution/improve existing road reduce travel time
- concerns about bringing increased population and traffic
- harmful to sociological and environmental culture

[Note: %'s add to more than 100% as some responses included more than one reason. 0 means a result of less than 1%

The support and oppose columns do not add to 592 because of the 12 respondents who said don't know/undecided in the support/oppose question.]

Table 5 – Main Reasons for Support/Opposition: Household Survey

Main Reasons	Total		Strongly/Somewhat Support		Strongly/Somewhat Oppose	
	Base:					
	592	%	515	% of supporters	65	% of opponents
Better access/reduce traffic congestion/better traffic flow	317	54	312	61	2	3
Reduce travel time/travel distance/less stress	172	29	170	33	2	3
Need two alternative routes/toll and non toll/choice of route	120	20	118	23	1	2
Will encourage more people/industry/jobs/tourism/development	80	14	79	15	1	2
Safety issues	56	10	54	11	1	2
Avoid further delay/build it now/plan for the future/benefits community	52	9	51	10	-	-
Concerns at toll charge/object to toll/already paid for	51	9	30	6	20	31
Doesn't affect me/wouldn't use it	43	7	34	7	6	9
Will bring increased population/more crime and graffiti/more traffic	30	5	15	3	15	23
Waste of money/too expensive/improve public transport/short term solution/improve existing road	28	5	9	2	17	26
Improve emergency vehicle access/civil disaster/accidents	27	5	26	5	1	2
Harmful to sociological and environmental culture	24	4	8	2	15	23
Reduce fuel costs	22	4	22	4	-	-
Councils problem/fault/excessive development/in fill housing	18	3	8	2	10	15
Improved property values	18	3	17	3	1	2
No objection to toll charge	15	3	13	3	2	3
Will have little effect/will never happen/not needed	12	2	4	1	8	12
Reduce air pollution	7	1	7	1	-	-
Because of chaos when Whangaparaoa Road was widened	7	1	7	1	-	-
Visual impairment of landscape	6	1	3	1	3	5
Dislike payment system for tolls	5	1	3	1	2	3
Explore other options	4	1	1	0	3	5
Improve regional motorway network first	2	0	1	0	1	2
Cycle lane should be provided	2	0	2	0	-	-
Don't know/not sure/undecided	6	1	3	1	-	-

The workplace survey indicated a similar pattern of support for the tolled option and for similar reasons, although business people were less likely to mention the need for alternative routes/choice of route.

Table 6 – Main Reasons for Support/Opposition: Workplace Survey

Main Reasons	Total		Strongly/Somewhat Support		Strongly/Somewhat Oppose		
	Base:	100	%	86	%	11	%
Better access/reduce traffic congestion/better traffic flow		60	60	60	70	-	-
Reduce travel time/travel distance/less stress		23	23	23	27	-	-
Will encourage more people/ industry/jobs/tourism/development		13	13	13	15	-	-
Concerns at toll charge/object to toll/already paid for road		13	13	7	8	6	55
Need two alternative routes/toll and non toll/choice of route		11	11	11	13	-	-
Avoid further delay/build now/plan for the future/will be popular and used/benefits to the community		11	11	11	13	-	-
Doesn't affect me/wouldn't use it		9	9	4	5	3	27
Safety issues		8	8	8	9	-	-
Reduce fuel costs		4	4	4	5	-	-
Waste of money/improve public transport/short term solution		4	4	-	-	4	36
Improve emergency vehicle access/civil disaster/accidents		3	3	3	4	-	-
Harmful to sociological and environmental culture		3	3	-	-	2	18
Councils problem/fault/excessive development/in fill housing		2	2	1	1	-	-
Will have little effect/will never happen/not needed		2	2	-	-	2	18
Reduce air pollution		1	1	1	1	-	-
No objection to toll charge		1	1	-	-	-	-
Cycle lane should be provided		1	1	1	1	-	-
Explore other options		1	1	1	1	-	-
Other – Sundry		3	3	3	4	-	-
Don't know/not sure		1	1	-	-	-	-

Note: %s add to more than 100% as some responses included more than one reason.

Caution, low base numbers for strongly/somewhat oppose n=11

2.3 Key Results

Awareness of the Weiti Crossing/Penlink toll road proposal is very high in both the household survey (96%) and the workplace survey (88%).

The possible effects of the road that were most likely to be mentioned by both residents and businesses were:

- improved access to and from Whangaparaoa peninsula
- improved access to the roading network in general
- safety for vehicles and other road users

In summary, there was a high level of support for the road as a tolled road among people who live/work/study in the area. **Nearly nine in ten of those surveyed supported the road proposal and just one in ten opposed it.**

The main reason for support was to have better traffic flow/better access. Other main reasons included:

- reduce travel time
- the need for alternative routes/choice of route
- encourage more people/industry/jobs/tourism development

Apart from safety, mentioned by 10% in total (mainly supporters), all other reasons were mentioned by less than one in ten respondents.

The main reason for opposition was objections to tolls and the feeling that the road has already been paid for. Other main reasons included:

- waste of money/too expensive/improve public transport/short term solution/improve existing road reduce travel time
- concerns about bringing increased population and traffic
- harmful to sociological and environmental culture

The workplace survey indicated a similar pattern of support for the tolled option and for similar reasons, although business people were less likely to mention the need for alternative routes/choice of route.

The household survey showed a higher level of strong supporters than the workplace survey. It is clear that for both the household and workplace survey there is support by almost nine in ten (strongly or somewhat) for the construction of Penlink, with about one in ten opposing the construction.

Appendices

1 Methodology

1.1 Survey –Penlink “affected communities” survey methodology

1.1.1 Description of the Survey Area

The boundary of the affected community was determined by a group of technical experts from Rodney District Council, Transit New Zealand, and professional advisors to Council; taking into account the following criteria:

- Vibrations or noise from the road
- Air pollution potential from vehicles on the road
- Storm water run-off from the road
- Potential ecological disturbances
- Improved access to and from Whangaparaoa
- Improved access to the roading network in general
- Improved safety for vehicles and other road users
- Potential impacts on iwi, heritage or archaeological sites
- Visual amenity of the proposed new gantries.

Note: The survey area was as specified on the accompanying map (Appendix 6) and described below

Starting at the Redvale Motorway Intersection, (directly opposite the Awanohi Rd/East Coast Rd intersection) the affected site covers the area northeast following the Okura River to Dacre Point and along the Karepiro Bay coastline until it crosses over the Weiti River inlet at a point opposite approximately 0.5km south of Wade Heads on the Whangaparaoa Peninsula.

From the Whangaparaoa Peninsula side, the area covers the entire nor east end of the Peninsula, following the natural coast line around the headland until Puawai Bay at the nor west end of the Peninsula.

At Puawai Bay, the affected area boundary travels west intersecting both Red Beach Rd and Hibiscus Coast Highway approximately 0.25km north of Whangaparaoa Rd and then intersecting with Wainui Road and continuing along Silverdale St. It then continues in a westerly direction, along the northern side of Hibiscus Coast Highway (to a distance of approximately 0.5km), past the SH1 Silverdale Motorway interchange.

At the point approximately 0.5km past the SH1 Silverdale Motorway interchange, the boundary of the affected area moves in a southerly direction, to the intersection of Wilks and Postman's Road, Dairy Flat.

At this point, the boundary continues in a southerly direction along Postman's Road to Dairy Stream Rd, then east along Dairy Stream Rd and south along Bawden Road. It then continues in a southerly direction along SH17 to Durey Road. The boundary continues east along Durey Road, into Awanohi Road to the Redvale Motorway Interchange.

The area includes the populated and rapidly growing residential areas of Whangaparaoa Peninsula and the rural residential areas of Redvale, Dairy Flat and Stillwater. A large part of the affected community, south east of the proposed road is plantation forest land inland from the Okura and Weiti Rivers. To the North West of the proposed road is Silverdale South. Silverdale is a fast growing commercial area servicing the local population but also developing as recreation area serving a much wider catchment.

In planning the survey, information was drawn from a number of sources including Rodney District Council, Statistics New Zealand and APN Infomedia (for business listings).

The sample design of the two surveys reflected the particular characteristics of the area. Details are outlined below.

1.1.2 Household Survey

Sample Design

Estimates of the population in 2005 were provided for the study area by Rodney District Council. These estimates are based on the 2001 census, adjusted for recent growth. The estimates were provided for individual meshblocks (the smallest statistical reporting unit) which can then be aggregated to Census Area Units¹. The population of each CAU inside the study area was then estimated and the 63 start points assigned in proportion to this population distribution. Start points were assigned using Meshblock areas so that the clusters of households selected did not overlap.

The population of the study area aged 15 plus is estimated at: 19,593 and (at 2 persons per household) approximately 10,000 households.

The survey was a scientifically valid survey of 592 individuals aged 16 and over using best practice random sampling techniques. The sampling was a multi-stage stratified cluster design. The Census Area Units were the first strata and start points are selected independently within each strata. The number of start points were selected in proportion to the population/households within each strata. Each of these start points was used to select a cluster of 5 households to include in the survey. Within each household we then interviewed all eligible household members, creating a second stage of clustering.

Coverage

There were a total of 5 Census Area Units (CAUs) wholly inside the study area and parts of a further 4. Two of the partial CAUs, (Tahekeroa and Silverdale North) contained short stretches of roads which formed part of the boundaries but little or none of the significant populations in these areas were inside the study area. The other 2 partial CAUs either had a more significant part of their area (Redvale-Dairy Flat) or a relatively dense populations (Red Beach) inside the area.

¹ Census area units as used in each five yearly Census vary in size and shape, but are the only accurate detailed source of data on dwellings and households. Mesh blocks, also of varying sizes and shapes (and numbers), make up each area unit. Some population data is available at mesh block level.

Selection

The survey used the meshblock boundaries for the allocation of interview clusters. Each cluster was drawn from a different randomly selected meshblock and clusters were sampled within each Census Area Unit in proportion to the estimated population.

Respondents/Households

The need to survey those who lived, studied and worked within a geographic boundary and finding that most who studied and worked there also lived in the area meant that a door to door survey was established as the best survey method. Interviewing each adult was established as the best interview method.

Interview Method

Door to door interviewing was selected for two main reasons:

1. The best match to the geographic coverage of the area, including better contact and response rates.
2. The best quality of interview, including the ability to use "show cards" to clarify the questions.

The mapping of the boundary and the area units and the random selection of addresses ensured the best match and even spread of interviews throughout the survey area in proportion to residential density. Had a telephone method been used, it would not have been possible to properly check that telephone numbers were matched to a geographic area and three important categories of respondent could have been excluded:

- Households new to the area
- Households who cannot afford a phone/have had the phone disconnected
- Households where there is no phone as a cellphone is used for weekend/holiday occupancy.

(**Note:** Telephone sampling does have the advantage that interviews are not clustered – the number of interview locations in an area is the same as the number of households interviewed).

Door-to-door interviewing enables the interviewer to use visual material to aid in respondent understanding. It can also be useful for the interviewer to observe the body language of the respondent – eg by repeating a question where a hesitancy or misunderstanding is evident.

At an early stage of the survey planning it was apparent that any description of the Penlink toll road, would necessarily be lengthy. Tolling of roads is a new concept for most New Zealanders, although the affected community for Penlink was a subset of the affected community for ALPURT B2 and are therefore more familiar than most with the concepts.

To facilitate respondents' understanding of any lengthy description it was thus evident that it would be preferable to present visual material to the respondents in addition to reading out any descriptions.

The door-to-door method also allowed for an introductory letter and an ID card to be handed to the respondents, thus maximising the likelihood of co-operation. Explaining the survey and minimising refusals was important in an area with a high elderly population. The elderly are often less willing to take part in surveys than younger people.

A door-to-door method was thus chosen, with provision for telephone follow-ups where an interview would not otherwise be obtained, ie where the respondent had proved difficult to contact. (Only 26 such interviews were carried out by telephone).

Cluster Sampling

In the survey starting points were used as the first selected interview point for a cluster of five households. Adjoining households were not interviewed. After visiting the starting point the interviewer turned left and contacted every third household, revisiting the cluster until five households have been interviewed. If the starting point address did not yet have a completed dwelling or for some other reason was not suitable, the next dwelling was substituted. If necessary (such as the cluster

was up against a boundary) there was a set procedure for crossing the road and then turning left, ie working the cluster from the start point in the opposite direction. The use of clusters is standard survey practice and while cluster sizes of seven or ten are not uncommon, a maximum of five households was allowed for the Penlink survey.

Survey Size

Census data on Rodney District households and household size was used in planning the survey.

The desired margin of error was the determinant of the sample size. A sample size of approximately 500 was considered sufficient for our purposes. A sample size of 1000 was used for the Alpur B2 survey and was large enough to establish a significant difference in favour of that project. Support for the Penlink Road was expected to be higher still (based on earlier consultations by RDC) making a smaller sample size feasible and still reliable. It should be noted that the level of accuracy does not decrease proportionally with sample size. A random sample of 1000 has a maximum margin of error of +/- 3.1% while the maximum margin of error for a random sample of 500 is just +/- 4.4%.

A sample size of 592 gives a maximum error margin of +/- 4.0% for a random sample, but because the proposed sample is a clustered sample, the actual error margin is likely to be around \pm 6-7%. 63 starting points for interviews with clusters of five households to obtain 315 households in the sample was estimated to achieve a minimum of 500 potential respondents allowing for "no contacts" and refusals. In the event, our 63 start points produced nearly 600 respondents, reflecting the exceptionally high response rate achieved.

63 starting points is approximately one starting point for every 180 dwelling units in the area which is quite an intensive coverage for a door-to door survey.

The questionnaires were developed by Nexus Planning and Research Ltd. based on questionnaires used in a similar exercise for the Alpur B2 toll road survey. The Alpur questionnaires were subject to a process of consultation with Transit New Zealand and their legal advisors and were also peer reviewed by a University-based specialist.

The draft questionnaires for Penlink were reviewed by Rodney District Council officers and an additional question was added asking explicitly which of the criteria used to define the affected areas applied to or were of concern to the respondents. A pre-test of ten interviews was carried out by the field work company (Consumer Link) and in response further minor amendments were made prior to the questionnaire being finalised.

There were three questionnaires, each containing the same main questions regarding support or opposition to the project. The "main respondent" questionnaire was used for the first contact per household and sought some additional information to profile the household. The "other respondent" questionnaire was used where there was more than one interview per household and did not need to replicate these "demographic" questions. The "work place" questionnaire did not ask for household data.

Sections of the household or main questionnaire focussed on identifying respondents who also studied and/or worked in the area.

1.1.3 Interviewer Training and Instructions

A detailed briefing session was held on November 4th for all interviewers. Interviewers were personally briefed on the Penlink project by Ray Ginnever and Gill Plume from Rodney District Council and Richard Dunbar from Nexus. This was in addition to the standard extensive Consumer Link training processes. The briefing provided a sound background on the project and a thorough review of the questionnaire. Written interviewer briefing notes were also provided.

1.1.4 Managing No Contacts and Refusals

Every attempt was made to maximise the total number of interviews achieved as a proportion of the total potential respondents in the households contacted for interview. Three call backs (visits) were made to obtain interviews where respondents were uncontactable and ID cards and a letter from

Rodney District Council were left to facilitate contact. Where necessary appointments were scheduled to interview respondents and interviewers revisited their clusters on different days and at different times. Weekend interviewing was particularly important in areas likely to contain holiday homes/weekenders.

1.2 Definitions

1.2.1 16 Plus

Sixteen was determined as the age below which household members would not be eligible for interview. Sixteen is an age at which young people are accorded independence in day-to-day living and decision making. Sixteen is the age at which a young person can leave school, can live independently and be responsible for the care of others.

Sixteen is an age which included some in the survey who are still at school, but is not so young that interviews would be regarded as inappropriate. This was the age limit used in the Alport survey which is seen as best practice for this type of work.

1.2.2 People who live in affected area.

People qualified for the survey provided they either lived permanently in the area or else spent 4 nights a month in the area on a regular basis. This latter provision covers those who have holiday homes in the area. Our sample included just 11 out of the 592 who were at their holiday home. There were a further 34 holiday homes where no one was at home on any of the visits to the area.

On Census night in 2001, the area contained a high proportion of owned dwellings versus rental properties. For the few (less than one in four) rental properties, tenants would qualify as the persons living in the area. The interviewing of tenants is in accordance with standard market research practice.

The area is characterised by the number of retirement or rest homes of various levels. These range from total care for groups of people who are physically and/or mentally frail, through to villages with separate units where fit elderly singles or couples lead active independent lives cooking their own meals, making shopping trips etc. It was necessary to differentiate situations where interviews would breach market research ethics as being onerous and placing an inappropriate burden on respondents who had limited recall or interest in activities outside the rest home, from those who could and would still readily be interviewed. Market research surveys do not usually include any type of retirement facility and often have an upper age limit for respondents in their own homes. Rather than an age cut off it was decided to use the degree of independence of daily living arrangements as an indicator of suitability for interview.

1.2.3 People who study

The affected area contains local primary schools plus Whangaparaoa College.

The research consultant contacted local schools and obtained brief statements clarifying whether the establishment had students who lived outside the survey area.

There was found to be one school in the area which draws some pupils (less than half) from a wider area, but the foundation cohort of pupils at this school have not yet reached 16 years of age. The other schools stated that the majority of their students were from within the study area.

Together the numbers were not considered to warrant separate interviews for people who study, but do not live in the area.

The household survey was able to include people 16 years of age and over. Thus anyone 16 and over who lived in the area and studied was able to be randomly sampled via the household survey. This included local workers and other adults who were studying and boarding with local families.

The door-to-door questionnaire sought to establish where students studied. It should be noted that all who study at an institute, whether in or out of the area (eg by correspondence), would be accompanied by home study and thus met the definition of study in the area.

Although the sample did not include interviews with children under 16, this group was counted among the results for people who lived in the area, were people who did not study themselves, but were caregivers for children under 16 who were studying.

At the first interview per household the interviewer established which household member was the main caregiver and when this person was interviewed they were asked about children under 16 in the household, whether they studied and what area they studied in.

A separate survey of non resident students was not necessary.

1.2.4 People who work

People who work in the area include both those who also live in the area and those who do not live in the area, but travel in to work there.

Because of the number of workers who might work at different locations, a qualifier of at least 20% of time in the area was used.

The area is characterised by the small businesses of lifestyle seeking residents, rather than by major employers attracting workers into the area.

A special cross tabulation of workplace by place of residence was prepared from the 2001 Census for the area units included in the survey area.

This showed that out of approximately 4449 people working in the 5 area units wholly contained in the area in total, 2916 also lived within the 5 area units (65%). Only 1533 people commuted into the survey area, ie would not be covered by a door-to-door survey of households.

Stanmore Bay and Silverdale South were the only locations each employing more than 200 of these commuter workers. These were also the two largest employment locations for local workers, the only areas each providing employment for over 1000 workers.

Recent rapid residential growth was also believed to be reflected in a high level of local employment in the construction sector.

1.3 *The workplace survey*

Data from Statistics New Zealand's Business Directory was analysed to indicate the distribution of employment in the study area by industry type. Such data cannot take account of the different occupations of resident and commuter workforce but they provide a guide for approaching businesses in the area. A list of businesses in the study area was obtained from a commercial list supplier. These lists were classified by industry type, number of employees and also provided the telephone number and contact details of the business manager. A recruitment questionnaire was provided for calling businesses and making appointments to interview qualifying employees. Where businesses were geographically clustered together, interviewers also approached the businesses on foot to make appointments. A comparison of the interviews obtained compared with the actual distribution of employment by industry type is shown in the contact data below.

A specialist interviewer, a semi-retired businessman, was selected by Consumer Link to carry out the business interviews, with the same high standards and instructions as for the door-to-door survey. The results from this survey, being a semi-structured quota sample rather than a random sample, were not intended to be included with the door-to-door sample. The workplace survey was carried out as recognition of the incidence of non-resident workers in the survey area (35%). Work places contacted by the interviewer who did not employ non-resident workers were not eligible for interviewing.

1.4 Summary

Because the household survey provided a means of randomly sampling the majority of workers (who also lived in the area), it was more statistically sound to achieve interviews with those who work in the area using the household survey as the main sample frame. The work place survey with a quota sample drawn from business listings was seen as a supplement to the household survey, to focus on identifying workers who did not live in the area. This work place "top up" excluded local resident workers from being interviewed, as it would have biased results in favour of local workers if they had been given two chances of being interviewed via both surveys. The household survey also provides a means of checking the incidence of local workers in the population against household information.

2 Call Data

Call data	Interviews	Not available /out	H/Hold refusal	1 st Respondent Refusal	Other respondent ref used	Not available for duration of survey	Language problem	Did not qualify as resident	Locked gate / dog – did not knock	Did not answer door	Total
1 st contact	315	4	0	36	0	3	2	4	2	0	367
Other adults	277	0	0	0	25	5	3	0	0	0	310
Total	592	4	0	36	25	8	5	4	2	0	676

Workplace Survey (2006)	Target	Interviews
Manufacturing	15	9
Construction	25	22
Trade/Restaurants and Hotels	20	23
Communications, Professional and Business Services	10	16
Education, Government and Community Services	10	6
Culture, Recreation and Personal Services	15	19
Other	5	5
Total	100	100

3 Sample Distribution

- Area Units as used in 2001 Census
- Starting points are randomly selected address points
- The number of start points was selected per area unit is based on the proportion of the estimated population aged 15 plus within the area unit located within the study area.
- To achieve required sample size 63 starting points were required (approx one starting point for every 180 households).

Area Unit	Census 2001 Area Unit		Survey Areas (whole or part area units)		
	Households	Population 15+	Population 15+ in Study area 2005 (est.)	Starting Points	Number of Interviews
Red Beach*	2202	4578	600	2	18
Stanmore Bay	3204	6549	7939	26	234
Manly	2265	4521	5040	16	145
Army Bay	876	1803	2450	8	83
Gulf Harbour	336	717	1080	4	45
Silverdale South	570	1206	1399	4	43
Silverdale North*	417	987	87	0	0
Dairy Flat-Redvale*	552	1263	898	3	24
Tahekeroa*	942	2115	100	0	0
TOTAL	11,364	23,739	19,593	63	592

*Only part of the area unit included in the study area and populations have been estimated for these areas. The Red Beach area included in the study area is mainly along the north side of Whangaparaoa Road. The Silverdale North area included in the study area is a short stretch of road frontage on Hibiscus Highway where there are few or no residential properties. The area of Tahekeroa included is just a short stretch of road in a rural area.

Note: Census data is for total in Area Units.

4 Questionnaires:First Respondents;Others and Workplace.

		1
SP	Hh	R#

P31

**Penlink Affected Communities Survey
Household Survey
1st Respondent Survey**

Interviewer Name: _____ Employee No: _____ P1

Respondent Name: _____ Phone No: _____ P2

Respondent Address: _____

Audit Details: _____ Int Duration: _____ P3

Day/ Date: _____ Start Time: _____ Finish Time: _____

P53

Hello I'm _____ from Consumer Link, a market research company. We are carrying out a survey for Rodney District Council about the Weiti Crossing or Penlink toll road. **(Hand contact card and RDC letter to respondent.)** We are interviewing people who live here or spend at least 4 nights each month in the area.

- (a) Is that you?
(if no, ask if there is any one else in the household to speak with)

Yes	1	Continue
No	2	Thank and Close =NQ Res

P4

- (b) Have you heard or seen in the mail or in the newspapers or somewhere else, about the Weiti Crossing/Penlink toll road proposal?

Yes	1
No	2

P5

We will provide more information in the survey. Your household has been randomly selected for interview and your opinions are important. Your responses will be confidential.

- (c) Could you tell me please, including yourself, how many people aged 16 and over live at this address?
[Note. Refers to permanent and ongoing residents of 4+ nights per month]

_____ **write number** P6

- (d) And are there any children under 16? _____ **write number** P7

The survey will take approximately 10 minutes, depending on your answers, may I please continue? **(If no, arrange a time to call back.)**

(If more than one person in household say:) It is important that you are able to give your answers separately from others in the household

Introduction:

I am now going to read you a description of the project.

(Show card: Penlink description, map and photo of gantry) and read out:

Penlink is the planned new road link between Whangaparaoa Peninsula and the Northern Motorway (State Highway 1). The \$160 million project includes:

- **A tolled two-lane road from Whangaparaoa Road on the peninsula to the Northern Motorway, just north of the Bawden Road underpass.**
- **A 540 metre bridge over the Weiti River**
- **A roundabout with a re-aligned East Coast Road**
- **A new Redvale interchange to the Northern Motorway, with just two south-facing ramps**

As part of the project:

- **Whangaparaoa Road will be widened to four lanes on its approaches to the intersection with the toll-road (between Brightside Road and Arklow Lane)**
- **Cyclists and pedestrians will get free access between Whangaparaoa Peninsula and Stillwater**

I am now going to read statements giving further information about the project and ask your opinion.

1. The toll system will be fully electronic; there will be no need to carry money or to stop at a toll booth. Vehicle number plate recognition devices and/or transponders (a small electronic device on the windscreen) will be used.
2. Payment is automatically deducted from an established account or the vehicle owner can be invoiced - although this latter method will be more expensive. An anonymous method of payment will also be available.
3. There will be up to 3 gantrys located along the road at the locations marked A,B and C. These will electronically detect the movement of vehicles for charging purposes.
4. There will be a range of tolls between \$1:50 and \$2:50 each way for a full trip through all three gantries. Heavy commercial vehicles will likely pay an additional charge, normally double the passenger vehicle charge.
5. There will always be a free alternative route.
6. Without tolling the road will not be built, as Council cannot afford to service the required borrowings from rates.

Q1: As far as you are aware, which of the following possible effects of the road will apply to you or concern you?

Read out and circle answers below.

P35s/P36

	Possible Effects	yes	no	Don't know
A	Vibrations or noise from the road?	1	2	99
B	Air pollution from the vehicles on the road?	1	2	99
C	Storm water run-off from the road?	1	2	99
D	Ecological disturbances (eg to plants and animals)?	1	2	99
E	Improved access to and from Whangaparaoa peninsula?	1	2	99
F	Improved access to the roading network in general?	1	2	99
G	Improved safety for vehicles and other road users?	1	2	99
H	Impacts on iwi, heritage or archeological sites?	1	2	99
I	Visual impacts of the new road and gantries?	1	2	99

Q2: Based on everything you know about the penlink toll road and its effects, how strongly do you support or oppose the construction of Penlink? Do you strongly support or strongly oppose it or do you somewhat support or somewhat oppose it?

Read the question again slowly if the respondent is unclear

Code only one

Strongly support	1
Somewhat support	2
Somewhat oppose	3
Strongly oppose	4
Don't know/ undecided	5

P8

Q3: What are your main reasons for your opinion? (**Probe for clarity of meaning**)
(**Probe once**) What else?

P9M

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.....

Q4: Now a few questions about your household. Your responses will be kept confidential.

(a) Household Location - (**Interviewer to Code Suburb from Startpoint Sheet**)

DO NOT ASK

P10

Red Beach	1
Stanmore Bay	2
Manly	3
Army Bay	4
Gulf Harbour	5
Silverdale South	6
Silverdale North	7
Dairy Flat-Redvale	8

- (b) About how long has this household lived in this area?
(Read out)

P11	
Under 5 years	1
5-14	2
15-24	3
25 or over	4

- (c) And is this your main residence or is it a holiday home or weekender?

P13	
Main	1
Holiday/weekender	2

- (d) Do you work in paid employment?

P14	
Yes	1
No (go to f)	2

If yes to Q(d) ask:

P15	
Full time (30 hours +)	1
Part time (less than -30)	2
Other (write in)	

- (e) Do you spend at least 20% of your working time on Whangaparaoa Peninsula and/ or in the area between Red Beach and Redvale?

P16		
Yes	1	
No	2	Go to (f)

(If yes probe or area) Which of the following areas do you work in? (code all that apply)

READ OUT		P17M
Silverdale (south of Hibiscus Highway)		1
Whangaparaoa Peninsula		2
Stillwater		3
Redvale		4
Other(write in)_____		

- (f) Do you study at all, either at a school or evening class or at work or any other type of study?

P18		
Yes	1	
No	2	Go to (h)

(If yes ask:) What type of study?

P19	
school	1
institute/university	2
evening class	3
at work eg apprenticeship	4
Other (Write in.....)	

- (g) Other than study done at home, which of the following locations do you study in?
(Read out and code all that apply)

P20M	
Silverdale	1
Whangaparaoa Peninsula	2
Stillwater	3
Redvale	4
Red Beach	5
Other(write in)_____	

(h) And is your age group (*read out*)?

P21

16/19	1
20s	2
30s	3
40s	4
50s	5
60s	6
70+	7
Refused (<i>write estimate</i>)	

Code Gender

P22

Male	1
Female	2

Q.5 (If more than 1 adult in household)

You mentioned there were () [Check back to first pg Q.c for consistency] people 16 plus living here, including yourself. Is that right?

- (a) We would like to interview each person 16 years and over in this household. Can you please tell me the names of the other members of the household who are 16 years and over so that we can contact them? (Record below in the table).
- (b) Does (name of person) work or study in the area? (*repeat for each person, record in table below*)
- (c) (**If more people 16+ than respondent**)
Which one of you has the next birthday? (code B below)
- (d) (**If children under 16**)
Which one of you is the main care giver? (code C below)

P23

P24s / 28M

Person	Name	Work		Study		Available	Birthday/ Caregiver
		Yes	No	Yes	No		
1	1 st Respondent	-	-	-	-	-	B / C
2		Yes	No	Yes	No		B / C
3		Yes	No	Yes	No		B / C
4		Yes	No	Yes	No		B / C
5		Yes	No	Yes	No		B / C

Please check and note availability

<p>I will come back on _____ at approximately _____</p> <p>May I have a phone number so I can check that this is convenient.</p> <p>Phone number _____</p>

Q.6 (If respondent is main care giver)

(If respondent is main care giver)

- (a) You mentioned that there were () [Check back to first page Qd] children under 16 living here. How many of these are at school or studying?

Write In _____ P54

- (b) at home, what locations do they study in? (under 16yrs only)

Other than study

(write number for

each location)

P33s/P34

Silverdale	
Whangaparaoa Peninsula	
Stillwater	
Redvale	
Red Beach	
Other(write in) _____	
Check total corresponds with front page Qd	

That is the end of the survey.

Thank you very much for your time.

As I said before, my name is from Consumer Link. If you have any questions please feel free to call my supervisor. (PROVIDE DETAIL IF REQUESTED)

INTERVIEWER DECLARATION:

'I certify that I have conducted this interview in accordance with the guidelines set out in the Market Research Society Code of Practice and in accordance with the instructions from Consumer Link. I have thoroughly checked the questionnaire and it is complete in all respects.'

INTERVIEWER SIGNATURE: _____

	SP	Hh	R#

P31

Face-toFace.....1
Telephone.....2

**Penlink Affected Communities Survey
Household Survey
Other Respondent Survey P32**

Interviewer Name: _____	Employee No: _____	P1
Respondent Name: _____	Phone No: _____	P2
Respondent Address: _____		
Audit Details: _____	Int Duration: _____	P3
Day/ Date: _____	Start Time: _____	Finish Time: _____
P53		

Hello I'm _____ from Consumer Link, a market research company. We are carrying out a survey for Rodney District Council about the Weiti Crossing or Penlink toll road. **(Hand contact card and RDC letter to respondent.)** We are interviewing people who live here or spend at least 4 nights a month in the area.

(e) Is that you?

Yes	1	Continue
No	2	Thank and Close =NQ Res

P4

(f) Have you heard or seen in the mail or in the newspapers or somewhere else, about the Weiti Crossing/Penlink toll road proposal?

Yes	1
No	2

P5

We will provide more information in the survey. Your household has been randomly selected for interview and your opinions are important. Your responses will be confidential.

The survey will take approximately 10 minutes, depending on your answers, may I please continue? **(If no, arrange a time to call back.)**

(If more than one person in household say:) It is important that you are able to give your answers separately from others in the household

Introduction:

I am now going to read you a description of the project.

(Show card: Penlink description, map and photo of gantry) and read out:

Penlink is the planned new road link between Whangaparaoa Peninsula and the Northern Motorway (State Highway 1). The \$160 million project includes:

- **A tolled two-lane road from Whangaparaoa Road on the peninsula to the Northern Motorway, just north of the Bawden Road underpass.**
- **A 540 metre bridge over the Weiti River**
- **A roundabout with a re-aligned East Coast Road**
- **A new Redvale interchange to the Northern Motorway, with just two south-facing ramps**

As part of the project:

- **Whangaparaoa Road will be widened to four lanes on its approaches to the intersection with the toll-road (between Brightside Road and Arklow Lane)**
- **Cyclists and pedestrians will get free access between Whangaparaoa Peninsula and Stillwater**

I am now going to read statements giving further information about the project and ask your opinion.

1. The toll system will be fully electronic; there will be no need to carry money or to stop at a toll booth. Vehicle number plate recognition devices and/or transponders (a small electronic device on the windscreen) will be used.
2. Payment is automatically deducted from an established account or the vehicle owner can be invoiced - although this latter method will be more expensive. An anonymous method of payment will also be available.
3. There will be up to 3 gantrys located along the road at the locations marked A,B and C. These will electronically detect the movement of vehicles for charging purposes.
4. There will be a range of tolls between \$1:50 and \$2:50 each way for a full trip through all three gantries. Heavy commercial vehicles will likely pay an additional charge, normally double the passenger vehicle charge.
5. There will always be a free alternative route.
6. Without tolling the road will not be built, as Council cannot afford to service the required borrowings from rates.

Q1 As far as you are aware, which of the following possible effects of the road will apply to you or concern you? **Read out and circle answers below.**

P35s / P36

	Possible Effects	yes	no	Don't know
A	Vibrations or noise from the road?	1	2	99
B	Air pollution from the vehicles on the road?	1	2	99
C	Storm water run-off from the road?	1	2	99
D	Ecological disturbances (eg to plants and animals)?	1	2	99
E	Improved access to and from Whangaparaoa peninsula?	1	2	99
F	Improved access to the roading network in general?	1	2	99
G	Improved safety for vehicles and other road users?	1	2	99
H	Impacts on iwi, heritage or archeological sites?	1	2	99
I	Visual impacts of the new road and gantries?	1	2	99

Q2: Based on everything you know about the penlink toll road and its effects, how strongly do you support or oppose the construction of Penlink? Do you strongly support or strongly oppose it or do you somewhat support or somewhat oppose it?

Read the question again slowly if the respondent is unclear

(Code one only)

Strongly support	1
Somewhat support	2
Somewhat oppose	3
Strongly oppose	4
Don't know/ undecided	5

P8

Q3: What are your main reasons for your opinion? **(Probe for clarity of meaning)**
(Probe once) What else?

P9M

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Q4: Now a few questions about yourself. Your responses will be kept confidential.

(d) Do you work in paid employment?

P14	
Yes	1
No (go to f)	2

If yes to Q(d) ask:

P15	
Full time (30 hours +)	1
Part time (less than -30)	2
Other (write in)	

(e) Do you spend at least 20% of your working time on Whangaparaoa Peninsula and or in the area between Red Beach and Redvale?

P16		
Yes	1	
No	2	Go to (f)

(If yes probe or area) Which of the following areas do you work in?? (code all that apply)

READ OUT		P17M
Silverdale (south of the Hibiscus Highway)	1	
Whangaparaoa Peninsula	2	
Stillwater	3	
Redvale	4	
Other(write in)_____		

(f) Do you study at all, either at a school or evening class or at work or any other type of study?

P18		
Yes	1	
No	2	Go to (h)

(If yes ask:) What type of study?

P19	
school	1
institute/university	2
evening class	3
at work eg apprenticeship	4
Other (Write in.....	

(g) Other than study done at home, which of the following locations do you study in? (Interviewer to code and check)

P20M	
Silverdale	1
Whangaparaoa Peninsula	2
Stillwater	3
Redvale	4
Red Beach	5
Other(write in)_____	

(h) And is your age group (*read out*)?

P21

16/19	1
20s	2
30s	3
40s	4
50s	5
60s	6
70+	7
Refused (<i>write estimate</i>)	

Code Gender

P22

Male	1
Female	2

Q.6
main care giver

(If respondent is

How many of the the children under 16 in this household are at school or studying?

Write In _____ P54

Other than study at home, what locations do they study in? (*write number for each location*)

P33s / P34

Silverdale	
Whangaparaoa Peninsula	
Stillwater	
Redvale	
Red Beach	
Other(<i>write in</i>) _____	
<i>Add to total number studying</i>	

That is the end of the survey.

Thank you very much for your time.

As I said before, my name is from Consumer Link. If you have any questions please feel free to call my supervisor. (PROVIDE DETAIL IF REQUESTED)

INTERVIEWER DECLARATION:

'I certify that I have conducted this interview in accordance with the guidelines set out in the Market Research Society Code of Practice and in accordance with the instructions from Consumer Link. I have thoroughly checked the questionnaire and it is complete in all respects.'

INTERVIEWER SIGNATURE: _____



**Penlink Affected Communities Survey
Workplace Survey**

Interviewer Name: _____	Employee No: _____	P1
Respondent Name: _____	Phone No: _____	P2
Respondent Address: _____		
Audit Details: _____	Int Duration: _____	P3
Day/ Date: _____	Start Time: _____	Finish Time: _____
P53		

Hello I'm _____ from Consumer Link, a market research company. We are carrying out a survey for Rodney District Council about the Weiti Crossing or Penlink toll road. **(Hand contact card and RDC letter to respondent.)**

Today we are interviewing people aged 16 and over who **do not live** on the Whangaparaoa Peninsula, or in the area between Redbeach and Redvale but who spend at least 20% of their time working in this area.

(g) Is that you?

If no, ask to speak to someone else in the business who does not live in the specified area

Lives in the area	1	Thank and Close =NQ Res
Does not live in the area	2	Continue

P4

(h) Have you heard or seen in the mail or in the newspapers or somewhere else, about the Weiti Crossing/Penlink toll road proposal?

P5

Yes	1
No	2

We will provide more information in the survey.

The survey will take approximately 10 minutes, depending on your answers, may I please continue? **(If no, arrange a time to call back.)**

(If more than one person present say:) It is important that you are able to give your answers separately from others in the workplace

Introduction:

I am now going to read you a description of the project.

(Show card: Penlink description, map and photo of gantry) and read out:

Penlink is the planned new road link between Whangaparaoa Peninsula and the Northern Motorway (State Highway 1). The \$160 million project includes:

- **A tolled two-lane road from Whangaparaoa Road on the peninsula to the Northern Motorway, just north of the Bawden Road underpass.**
- **A 540 metre bridge over the Weiti River**
- **A roundabout with a re-aligned East Coast Road**
- **A new Redvale interchange to the Northern Motorway, with just two south-facing ramps**

As part of the project:

- **Whangaparaoa Road will be widened to four lanes on its approaches to the intersection with the toll-road (between Brightside Road and Arklow Lane)**
- **Cyclists and pedestrians will get free access between Whangaparaoa Peninsula and Stillwater**

I am now going to read statements giving further information about the project and ask your opinion.

1. The toll system will be fully electronic; there will be no need to carry money or to stop at a toll booth. Vehicle number plate recognition devices and/or transponders (a small electronic device on the windscreen) will be used.
2. Payment is automatically deducted from an established account or the vehicle owner can be invoiced - although this latter method will be more expensive. An anonymous method of payment will also be available.
3. There will be up to 3 gantrys located along the road at the locations marked A,B and C. These will electronically detect the movement of vehicles for charging purposes.
4. There will be a range of tolls between \$1:50 and \$2:50 each way for a full trip through all three gantries. Heavy commercial vehicles will likely pay an additional charge, normally double the passenger vehicle charge.
5. There will always be a free alternative route.
6. Without tolling the road will not be built, as Council cannot afford to service the required borrowings from rates.

Q1 As far as you are aware, which of the following possible effects of the road will apply to you or concern you? **Read out and circle answers below.**

P35s / P36

	Possible Effects	yes	no	Don't know
A	Vibrations or noise from the road?	1	2	99
B	Air pollution from the vehicles on the road?	1	2	99
C	Storm water run-off from the road?	1	2	99
D	Ecological disturbances (eg to plants and animals)?	1	2	99
E	Improved access to and from Whangaparaoa peninsula?	1	2	99
F	Improved access to the roading network in general?	1	2	99
G	Improved safety for vehicles and other road users?	1	2	99
H	Impacts on iwi, heritage or archeological sites?	1	2	99
I	Visual impacts of the new road and gantries?	1	2	99

Q2 Based on everything you know about the penlink toll road and its effects, how strongly do you support or oppose the construction of Penlink? Do you strongly support or strongly oppose it or do you somewhat support or somewhat oppose it?

(Read the question again slowly if the respondent is unclear.)

Code one only

Strongly support	1
Somewhat support	2
Somewhat oppose	3
Strongly oppose	4
Don't know/ undecided	5

P8

Q3 What are your main reasons for your opinion? **(Probe for clarity of meaning)**
(Probe once) What else?

P9M

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Q4: Finally a few questions about your involvement with the area.

(a) Do you work full time or part time?

P15

Full time (30 hours +)	1
Part time (less than -30)	2
Other (write in) _____	

(b) And do you live? (read out)

P17

Orewa	1
Redbeach	2
North of Whangaparaoa in Rodney District	3
South of Whangaparaoa in Rodney District	4
West of Orewa in Rodney District	5
Elsewhere in Auckland	6
Other(write in) _____ (if out of Auckland)	

(c) And is your age group (**read out**)?

P21

16-19	1
20s	2
30s	3
40s	4
50s	5
60s	6
70+	7
Refused (write estimate)	

Code Gender

Male	1
Female	2

P22

Name of Business _____

Business telephone number _____

Street Address

Area

Interviewer to code Workplace Type:

P49

Manufacturing	1
Construction	2
Trade/Restaurants/Hotels	3
Communications and Professional and Business Services	4
Education, Government and Community Services	5
Culture, Recreation and Personal Services	6
Other	7

That is the end of the survey.

Thank you very much for your time. As I said before, my name is from Consumer Link. If you have any questions please feel free to call my supervisor. (PROVIDE DETAIL IF REQUESTED)

INTERVIEWER DECLARATION:

'I certify that I have conducted this interview in accordance with the guidelines set out in the Market Research Society Code of Practice and in accordance with the instructions from Consumer Link. I have thoroughly checked the questionnaire and it is complete in all respects.'

INTERVIEWER SIGNATURE: _____

5 Rodney District Letters



28th October 2006

Penlink Toll Road "affected communities" Opinion Survey

Dear Residents,

As you may be aware, the Weiti Crossing or Penlink toll road, connecting Whangaparaoa peninsula with State Highway 1 has been planned for some time. Rodney District Council is proposing to build this road, to be paid for by the users by way of a toll. This proposal has recently been the subject of a period of consultation, for which submissions will be closing on 16th November 2006.

An opinion survey is now being carried out by Consumer Link on Rodney District Council's behalf. The survey will measure opinions of people in the affected community, such as yourselves, on the proposal for Penlink as a toll road.

Your household has been randomly selected for short interviews with each person aged 16 or over, in your household.

Each of you can help by spending just a few minutes – less than 10 – when the interviewer comes to your door, to listen and to and look at some information about the Penlink toll road proposal and give your opinion.

Your answers will be confidential, and until the interviews are over we ask that the questions are not discussed with others who may be interviewed later, as each person needs to be interviewed separately and confidentially.

The interviewer may need to call back if there are people aged 16 and over in your household who are not home when others are first contacted or interviewed. To ensure the interviewer calls back at the best time for your household to be available for interviewing, please call Consumer Link:

- Freephone 0508 787 839 and ask for Julia McPhee

If you want to find out more about the proposal please contact Rodney District Council:

Phone: (0800) 426 5169
Website: www.rodney.govt.nz
Email: info@rodney.govt.nz

We appreciate your help. Thank you.

A handwritten signature in black ink, appearing to read "Murray Noone", written over a horizontal line.

Murray Noone
Director Transportation

Interviewer name:

Postal Address: Rodney District Council, Private Bag 500, Orewa Phone: 0800 426 5169 Website: www.rodney.govt.nz E-mail: info@rodney.govt.nz

Orewa Office
50 Centenary Road, Orewa

Helensville Service Centre
Commercial Street, Helensville

Huapal Service Centre
State Highway 16, Huapal

Warkworth Service Centre
Baileys Street, Warkworth





28th October 2006

Penlink Toll Road "affected communities" Opinion Survey

Dear Respondent,

As you may be aware, the Weiti Crossing or Penlink toll road, connecting Whangaparaoa peninsula with State Highway 1 has been planned for some time. Rodney District Council is proposing to build this road, to be paid for by the users by way of a toll. This proposal has recently been the subject of a period of consultation, for which submissions will be closing on 16th November 2006.

An opinion survey is now being carried out by Consumer Link on Rodney District Council's behalf. The survey will measure opinions of people in the affected community, such as yourselves, on the proposal for Penlink as a toll road.

A random sample of residents aged 16 or over are being interviewed as well as a sample of people who work in the local area.

You can help by spending just a few minutes – less than 10 – when contacted by an interviewer, to listen and to and look at some information about the Penlink toll road proposal and give your opinion.

Your answers will be confidential.

Should you need to call back the interviewer, or for any interviewing enquiries, please contact either your interviewer directly if a contact number was provided, or call Consumer link:

Freephone 0508 787 839 and ask for Julia McPhee

If you want to find out more about the proposal please contact Rodney District Council:

Phone: (0800) 426 5169

Website: www.rodney.govt.nz

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We appreciate your help. Thank you.

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Murray Noone
Director Transportation

Interviewer name:

Postal Address: Rodney District Council, Private Bag 500, Orewa Phone: 0800 426 5169 Website: www.rodney.govt.nz, E-mail: info@rodney.govt.nz

Orewa Office
50 Centreway Road, Orewa

Helensville Service Centre
Commercial Street, Helensville

Huapal Service Centre
State Highway 16, Huapal

Warkworth Service Centre
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