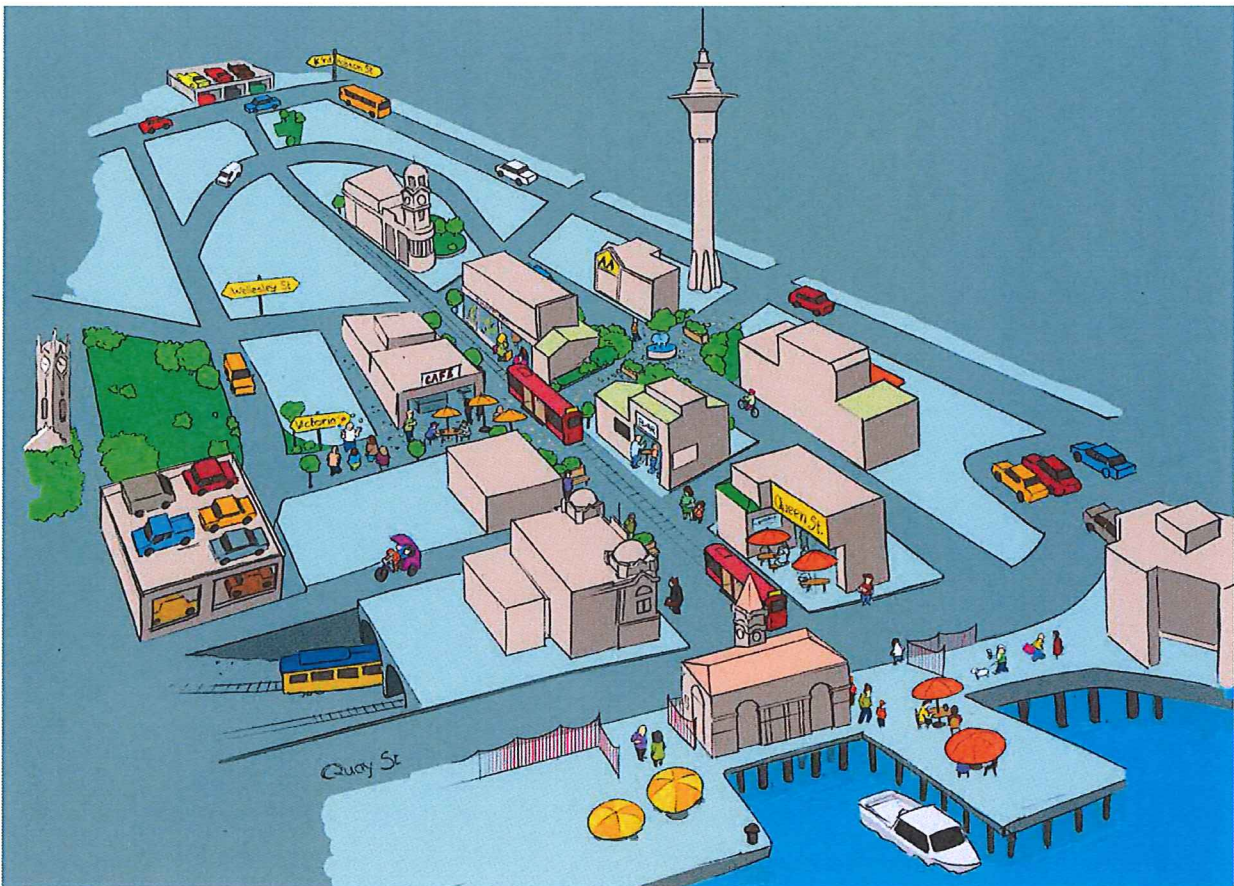


Draft Auckland Plan Submission
New Zealand Automobile Association

31 October 2011





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AA Submission on The Draft Auckland Plan

The New Zealand Automobile Association welcomes the opportunity to make a submission on The Auckland Council's Draft Auckland Plan (the "Plan").

The AA is an incorporated society with over one million members, including approximately 277,000 Auckland motorists. AA members collectively pay over \$2 billion in taxes each year through fuels excise, road user charges and GST, money used by the government to fund the National Land Transport Programme.

Executive Summary

General

1. AA members participated in two surveys in relation to the Plan. The 7,852 responses we received were used to assist in the drafting of this submission.
2. The decision to consult on the Plan while Auckland focused on hosting the Rugby World Cup was a mistake and casts doubt on whether the Council has a genuine desire to maximise community engagement.
3. Many aspects of the Plan lack essential detailed information. Accordingly, any statements in this submission in support or opposition to the Plan are necessarily conditional upon receiving further information.
4. The Council needs to significantly improve the way it engages on transport issues, as motorists are not at all confident in the Council's ability to deliver public transport and roading improvements for Auckland.

Transport

5. Subject to point 3 above, in principle the AA is willing to endorse a "pedestrian-first" City Centre, subject to sufficient short and long term parking being provided for motorists on the edge of the CBD.



6. Subject to point 3 above, in principle the AA supports Queen Street becoming a pedestrian mall from the waterfront to Aotea Square, with public art, cafes, and a historic tram.
7. The Council has a balanced list of public transport and roading projects, however the prioritisation of projects is inadequate, and requires greater transparency and focus on cost-benefit efficiency, regional distribution, and customer preferences.
8. The AA believes that the Council should include Penlink in the list of regional transport priorities, subject to appropriate funding arrangements being made.
9. The primary focus for public transport should be on upgrading the existing rail and bus network, infrastructure and services. Only once these have been improved should the Council consider investing in public transport expansion – and any expansion should prioritise buses ahead of rail, due to the superior cost-efficiencies and “reach” of the bus network, together with the travel preferences expressed by customers.
10. Motorists have expressed a preference for the alternative harbour crossing to be a tunnel. The AA reminds the Council that central government is responsible for this national roading project and cautions the Council against misleading any regional transport funding debate by including national projects such as this and the Puhoi to Wellsford SH1 motorway extension.
11. Although the AA acknowledges the need for additional (and potentially innovative) funding techniques, it is imperative that all methods adopted to provide additional revenue adhere to and balance the principles of fairness, equity, and user pays.
12. The AA will support the introduction of tolls to pay for new roading projects, subject to a free (non-tolled) alternative route being available and the toll being removed once any debt associated with the construction of the project has been repaid. We strongly object to any suggestion that tolls be introduced on existing roads which motorists have already paid for through fuel excise and road user charges.
13. The AA does not support the Plan’s contemplation of road pricing being introduced around 2016 as a way to reduce congestion and provide funding revenue. Improvements to existing public transport infrastructure (particularly the bus network) which encourages increased patronage should be the preferred option to reducing congestion, not trying to price motorists out of their cars.
14. It is the responsibility of central and local government to contribute most of the funding for public transport improvements. Motorists should never be considered one of the main funding sources for public transport improvements.

Surveys

To assist with our submission, the AA has undertaken two online surveys.

The first survey in May 2011 was sent to 36,000 randomly-selected AA Members, aged over 18, who have residential addresses with Auckland Super City postcodes. The survey was available 14-20 May 2011 and 6,030 responses were received, a 17% response rate. The survey's conservative margin of error was 1.3%.

The second survey in September and October 2011 was sent to 5,453 AA Members who had completed the May Survey. It was available 30 September to 16 October 2011 and 1,822 responses were received, a 15% response rate. The survey's conservative margin of error was 2.3%.

Combined, the two surveys included 43 closed-ended questions. A mixture of question-types was used, including agreement or semantic scales, rating or ranking scales, and some yes-no questions. All questions included a "don't know" response, if appropriate. Three further questions were included to gather demographic data about the respondents.

The surveys were designed by the AA and independently audited by Vertical Research Limited to ensure they contained no bias or ambiguity.

Further details of the AA Member surveys can be found in Appendix A.

Consultation

The AA has publicly expressed its disappointment in the timing and duration of the consultation on the Plan – see the media release in Appendix B. The decision to undertake the public consultation on the 30-year regional plan at the same time as Auckland hosted the Rugby World Cup was a mistake.

The AA is concerned the Council appears determined to press ahead with its ideas without providing Aucklanders with a reasonable amount of time to consider and respond to such proposals.

The plan contains new information and proposals that were not in the May discussion document. The Council therefore had an obligation to ensure Aucklanders had sufficient time to debate and discuss the latest proposals. If this would have meant tighter production timelines at a later stage in the process, then so be it.

It is completely unacceptable for the Council to state that the community debate which took place in May on the discussion document alleviates the consultation requirements on the Plan.

The Council's decision to extend the timeline for the Plan submissions by only a week is inadequate, and is not sufficient to allow public debate and discussion post the World Cup.

As a result of the poor Council decision regarding the public consultation, and the low number of submissions, the AA questions whether the Council has a genuine desire to maximise community engagement.

50% of AA Members surveyed in September/October, did not know the Council was seeking feedback on the 30-year vision, before the AA informed them of this.

65% said consulting on the 30-year plan during the Rugby World Cup would greatly decrease, or decrease, participation by those affected by the plans.

75% said they had not read any of the 30-year plan documents.

59% surveyed said the initial 35 days the Council had given Aucklanders to read the draft plan documents and give their views was not enough time.

58% did not believe the Council had publicised the documents enough.

35% of those surveyed said they would like the Council to seek their feedback through a survey, 20% said they would have liked the Council to send them copies of the draft plan, and 29% said they would prefer to read the draft plan online.

For the Council and the Plan to have much greater community engagement, the AA believes the consultation period needed to be extended until the end of November 2011. This would have allowed for proper public debate once the Rugby World Cup was over, and it would have greatly increased the number of public submissions.

General Plan Comments

The AA has also publicly expressed its disappointment in the quality of the information contained in the Plan, and the way it has been presented. The Plan contains many noble sentiments and aspirations but many aspects lack essential detailed information.

The Council has presented some of the document's transport information in what we believe to be a leading and biased manner – unnecessarily restricting the options for public feedback and encouraging answers that support the views of the Council.

Accordingly, AA comments in this submission in support or opposition to the Plan are necessarily conditional upon receiving further information.

City Centre Master Plan

The Council has expressed its desire to make the City Centre a pedestrian-first environment, with lower speeds, more shared spaces, more parks and open landscaped spaces.

Motorists have indicated their support for these initiatives, and the AA also endorses them subject to sufficient long-term and short-term parking being provided at strategic locations around the edge of such a “pedestrian first” CBD.

Even the best transport mode change projections show that the majority of future travel journeys in Auckland will be undertaken by the private motor vehicle. To cater for all those who are unable to use public transport to get to the CBD or who decide to use their car to travel to the CBD, the Council must provide sufficient car parking.

The AA supports the Council desire to turn Queen Street into an iconic pedestrian mall, going from the waterfront to Aotea Square, with public art, cafes, service access, and a heritage tram.

In our September/October survey, 67% strongly opposed or opposed reducing the number of car parking spaces in the CBD.

55% strongly supported or supported turning Queen Street into a pedestrian mall.

71% strongly supported or supported lowering speed limits on streets in the CBD.

53% strongly supported or supported transforming some of the CBD roads into shared spaces, where cars, bikes and pedestrians have equal way.

69% strongly supported or supported transforming some of the CBD roads into parks and open spaces.

Chapter 11 - Transport

We believe the Council needs to significantly improve the way it engages with motorists and their representatives, such as the AA. Moreover, we believe that the Council should not underestimate the concerns Aucklanders have about the region’s transport issues, and their concerns that the Council does not have the ability to deliver the solutions.

In our September/October survey, 56% said they were not at all confident about the Council’s ability to improve public transport in Auckland. 46% said they were not at all confident about the Council’s ability to improve roads in Auckland.

Regional Transport Priorities and Principles

The AA notes that the Council has developed a balanced list of both public transport and roading projects to be undertaken in the next 30-years. The region's transport problems will only be solved by investment in both public transport and roading and we acknowledge the Council's acceptance of this.

We remain, however, very concerned about the Council's failure to adequately prioritise projects in a transparent manner which focuses on the principles of benefit-cost efficiency, geographic distribution, and customer preference.

The AA is most concerned that Council is starting to endorse projects on an ad hoc basis, with little formal evaluation. Care must be taken not to publicly support a project in principle or encourage further work be undertaken on it, when the said project is neither a regional transport priority nor able to be funded. To encourage supporters of transport projects, in these circumstances, can only further dishearten Aucklanders interested in transport issues, and damage the credibility of Council leadership.

Public Transport Options

The AA notes the Council's decision to prioritise rail expansion ahead of improving the region's bus services

While there is strong support for expanding rail, the AA believes that the primary focus for public transport should be on upgrading the existing rail and bus network, infrastructure and services. Only once these have been improved, should the Council consider investing in expansion.

It is our view that any expansion of public transport should prioritise bus ahead of rail, due to the superior cost-efficiencies and "reach" of the bus network, together with the travel preferences expressed by customers.

Buses are, and will continue to be, the most important public transport mode in Auckland. If the Council really wants more motorists to use public transport, then it must focus on improving the number and quality of buses, the service frequency, and associated bus infrastructure.

65.3% of Members surveyed in May would use a bus if they could not use their car, 64.8% ranked bus services as the most important public transport mode in Auckland, 29.7% said current bus services were good or excellent, and 74.7% want more or much more emphasis on buses if the regional land transport strategy is amended.

While there is currently strong support for improving train services in Auckland, the reality is that proportionate to the numbers of people using buses, only a very small number of motorists, in very limited geographic areas, would use this very costly public transport alternative.

81.4% of Members surveyed in May want more or much more emphasis on trains, 49.3% ranked train services as the second most important public transport mode, and 15.2% would use a train if they could not use their car.

If motorists are asked to choose between the Council's three key rail projects, their preference would be for Rail to the Airport, ahead of a City Centre Link and the North Shore Rail Link.

82.5% of Members surveyed in May supported Rail to the Airport and 43.3% said it was the most important of the three rail projects, while 76.7% supported the Centre City Rail Link and 38.6% said it was the most important of the three rail projects. 71.1% supported the North Shore Rail Link and 21.4% said it was the most important of the three rail projects.

Additional Harbour Crossing

When asked Auckland motorists express a prima facie preference for the tunnel as the alternative harbor crossing. 56.4% of Members surveyed in May expressed support for a tunnel, while 31% supported a bridge.

This preference may change when motorists are provided with detailed information relating to the cost and the length of time to construct a tunnel, given the importance they place on these factors.

85% of Members surveyed in May considered cost to be important, very important or extremely important, when deciding the type of crossing to build. 84.6% of Members surveyed considered the time taken to construct to be important, very important or extremely important. It is less likely supporters of a bridge would change their preference when informed about the need for environmental protection legislative changes to construct it. 59.7% of Members surveyed considered the need to change environmental protection laws to be important, very important or extremely important.

The AA notes the Additional Harbour Crossing is a national project and is therefore the responsibility of central government. We caution the Council that its involvement is far more limited than it is currently portraying to Aucklanders.

Penlink

The AA believes that, subject to appropriate funding being agreed, the Council should include Penlink in the list of regional transport priorities for the period 2011-2040.

Chapter 12 – Implementation Funding

The AA notes there is a funding gap for the region's transport projects. We note that the Plan proposes a number of funding tools to provide additional revenue.

Although the AA acknowledges the need for additional (and potentially innovative) funding techniques, it is imperative that all methods adopted to provide additional revenue adhere to and balance the principles of fairness, equity, and user pays.

56% of Members surveyed in September/October strongly agreed or agreed that everyone in Auckland should pay an equal amount for a new transport project. 43% said that the Council should borrow money to do so, and 36% said the Council should sell some assets to pay for the new transport project. 18% said those who live or work near a new transport project should pay for it and 44% said only those who use a new transport project should pay for it.

National vs Regional Project Funding

We note that any funding decisions in relation to the Alternative Harbor Crossing are the sole responsibility of central government. It is not the role of the Auckland Council to fund national state highway infrastructure, and the AA cautions the Council against misleading any regional transport funding debate by including national projects such as this and the Puhoi-Wellsford SH1 motorway extension.

Roading Funding

The AA will support the introduction of tolls to pay for new roading infrastructure, subject to a free(non-tolled) alternative route being available and the toll being removed once any debt associated with the construction of the project has been repaid. We strongly object to any suggestion that tolls be introduced on existing roading infrastructure - which motorists have already paid for through fuel excise and road user charges. Our support for tolls on new infrastructure is conditional on the tolling proposal complying with our tolling policy.

The AA does not support the Plan's contemplation of road pricing being introduced around 2016 as a way to reduce congestion and provide funding revenue. 54% of Members surveyed in September/October strongly opposed or opposed road pricing being introduced around 2016. We believe that motorist opposition to this will significantly increase as the date approaches and the details and inequalities of the road pricing scheme become apparent.

Improvements to existing public transport infrastructure (particularly the bus network) which encourages increased patronage should be the preferred option to reducing congestion, not trying to price motorists out of their cars.

Public Transport Funding

The AA believes it is the responsibility of central and local government to contribute most of the funding for public transport improvements. Given the strong balance sheet of the Council and the sizeable ratepayer base, we believe the Council has an obligation to lead by example and make the largest funding contribution, after that of central government, for its preferred public transport projects. This is especially true if the preferred public transport projects are rail-focused, instead of bus, and when central government remains unconvinced about the merits of funding the Council's preferred public transport projects.

54.2% of Members surveyed in May supported central government being the main contributor ie through general taxation. 45.7% supported local government being the second most important contributor ie through household or targeted rates. 30.8% supported motorists being the third most important contributor ie through tolls and other charges. 42.4% supported public transport users being the fourth most important contributor ie through higher ticket prices.

54% of Members surveyed in May disagreed or strongly disagreed to contribute additional funding to improve Auckland's public transport, while 34.9% agreed or strongly agreed, and 11.1% did not know.

Hearing

The AA looks forward to presenting a hearing and presenting its submission to the Council. We would also welcome the opportunity to meet with any Councillors who wish to discuss this submission.

Yours sincerely



Simon Lambourne
AA AUCKLAND TRANSPORT SPOKESPERSON

APPENDIX A

AA Survey re Auckland transport issues, May 2011
6,030 Auckland AA Members. Margin of error: $\pm 1.3\%$

Planning is underway to build another crossing for the Waitemata Harbour. This could be another bridge or a tunnel. If you were deciding whether to build a bridge or a tunnel, how important would each of these factors be to you?

	Extremely important	Very important	Important	Not so important	Not important at all	Don't know / no opinion	Total Responses	No Response
<u>cost of building it</u>	1496 25.4%	1578 26.7%	1956 33.1%	607 10.3%	169 2.9%	95 1.6%	5901	199
<u>the time taken to build it</u>	1371 23.4%	1836 31.3%	1753 29.9%	689 11.8%	124 2.1%	84 1.4%	5857	173
<u>whether a change in our environmental protection laws would be needed to build</u>	977 16.8%	1009 17.3%	1494 25.6%	1298 22.3%	673 11.5%	380 6.5%	5651	199

Which type of crossing do you prefer?

Responses	Count	%
Another bridge	1649	31.0%
A tunnel	3180	61.6%
Neither - I do not support an alternative harbour crossing	193	3.2%
Don't know	516	9.2%
Total Responses	5948	
No Response	85	

Would you pay a \$4 toll to use a new alternative harbour crossing (either a bridge or a tunnel)?

Responses	Count	%
Yes	2617	47.5%
No	2541	42.8%
Don't know	574	9.7%
Total Responses	5932	
No Response	96	

Would you pay a \$6 toll to use a new alternative harbour crossing (either a bridge or a tunnel)?

Responses	Count	%
Yes	436	10.2%
No	4006	94.4%
Don't know	442	7.1%
Total Responses	5932	
No Response	96	

If an alternative harbour crossing is built, do you support keeping the existing Auckland Harbour Bridge or removing it?

Responses	Count	%
Keep the existing Auckland Harbour Bridge	5522	93.1%
Remove the existing Auckland Harbour Bridge	206	3.8%
Don't know	184	3.1%
Total Responses	5932	
No Response	98	

Would you support a new \$4-\$6 toll on the existing Auckland Harbour Bridge if an alternative harbour crossing were built and also tolled at \$4-\$6?

Responses	Count	%
Yes	1347	22.7%
No	4234	71.4%
Don't know	351	5.9%
Total Responses	5932	
No Response	98	

How do you rate each of the following in terms of the region's needs?

	excellent	good	neither good nor bad	bad	terrible	don't know	Total Responses	No Response
<u>suburban streets</u>	270 4.6%	3276 56.2%	1715 29.4%	426 7.3%	65 1.1%	73 1.3%	5825	205
<u>main roads</u>	291 5.0%	3174 54.6%	1435 24.7%	741 12.7%	136 2.3%	41 0.7%	5818	212
<u>motorways</u>	708 12.1%	2912 49.8%	1071 18.3%	797 13.6%	314 5.4%	41 0.7%	5843	187
<u>bus services</u>	220 3.8%	1513 25.9%	1422 24.4%	1295 22.2%	651 11.2%	736 12.6%	5837	193
<u>train services</u>	230 3.9%	1121 19.2%	1218 20.9%	1321 22.6%	838 14.4%	1110 19.0%	5838	192
<u>ferry services</u>	349 6.0%	2233 38.3%	1390 23.8%	392 6.7%	155 2.7%	1317 22.6%	5836	194
<u>walking routes</u>	333 5.7%	2024 34.6%	1584 27.1%	693 11.9%	258 4.4%	950 16.3%	5842	188
<u>cycleways</u>	184 3.2%	1174 20.2%	1405 24.1%	1161 19.9%	628 10.8%	1273 21.9%	5825	205

Motorists currently contribute towards the cost of public transport through payment of fuel tax. It has been suggested that motorists should contribute additional funding to improve Auckland's public transport, for example through congestion charges, tolls, road user charges, regional fuel tax, private parking charges.

How do you feel about the suggestion that motorists contribute additional funding to improve Auckland's public transport through charges such as these?

Responses	Count	%
Strongly agree	410	7.0%
Agree	1640	27.9%
Don't know	655	11.4%
Disagree	1941	33.0%
Strongly disagree	1234	21.0%
Total Responses	5880	
No Response	150	

Who do you think should make the main contribution to the costs of funding Auckland's public transport improvements? Please rank the following in order of importance (1: most important, 4: least important)

	1st	2nd	3rd	4th	Total Responses	No Response				
<u>Motorists (e.g. through congestion / road user charges, regional fuel tax, tolls, private parking levies)</u>	1123	19.7%	845	14.8%	1756	30.8%	1980	34.7%	5704	326
<u>Public transport users (e.g. through higher ticket prices)</u>	697	12.2%	877	15.4%	1712	30.0%	2418	42.4%	5704	326
<u>Local government (e.g. through household or targeted rates)</u>	968	16.8%	2629	45.7%	1326	23.1%	824	14.3%	5747	283
<u>Central government (e.g. through general taxes)</u>	3149	54.2%	1243	21.4%	797	13.7%	617	10.6%	5806	224

It has been suggested that three key rail projects could be built in Auckland:

- A City-Centre Rail Link to open in 2021 costing approx. \$2 billion
- A Rail to the Airport Link costing approx. \$2 billion
- A North Shore Rail Link, the cost of which is unknown

How do you feel about these rail projects?

	strongly support	support	don't know	oppose	strongly oppose	Total Responses	No Response					
<u>City-Centre Rail Link</u>	2272	39.1%	2183	37.6%	927	15.9%	283	4.9%	147	2.5%	5812	215
<u>Rail to the Airport</u>	2886	49.6%	1914	32.9%	539	9.3%	303	5.2%	182	3.1%	5824	106
<u>North Shore Rail Link</u>	2225	38.4%	1894	32.7%	1130	19.5%	342	5.9%	206	3.6%	5797	283

Please rank each of the three key rail projects according to which should be carried out first:

	1st		2nd		3rd		Total Responses	No Response
<u>Centre-City Rail Link</u>	2222	38.6%	1918	33.3%	1620	28.1%	5760	270
<u>Rail to the Airport</u>	2500	43.3%	2049	35.5%	1219	21.1%	5768	262
<u>North Shore Rail Link</u>	1230	21.4%	1701	29.6%	2819	49.0%	5750	280

The current strategy for transport in Auckland, which was agreed last year, emphasises public transport, walking and cycling, and would complete the planned state highway network within 10 years.

How do you feel about that strategy?

Responses	Count	%
Strongly support	1449	24.8%
Support	2844	48.6%
Neither support nor oppose	1041	17.8%
Oppose	237	4.1%
Strongly oppose	109	1.9%
Don't know / no opinion	168	2.9%
Total Responses	5848	
No Response	182	

Planning is underway to change the current strategy for transport in Auckland. If the strategy is changed, on which parts of Auckland's transport system would you like to see more (or less) emphasis put?

	much more		more		about the same		less		much less		don't know		Total Responses	No Response
<u>suburban streets</u>	386	7.0%	1085	19.7%	3462	62.8%	337	6.1%	92	1.7%	148	2.7%	5510	520
<u>main roads</u>	802	14.3%	1982	35.3%	2453	43.7%	213	3.8%	66	1.2%	99	1.8%	5615	415
<u>motorway</u>	1461	25.9%	1874	33.2%	1811	32.1%	272	4.8%	151	2.7%	78	1.4%	5647	383
<u>bus services</u>	2021	35.5%	2231	39.2%	1129	19.8%	113	2.0%	47	0.8%	147	2.6%	5688	342
<u>train services</u>	2600	45.3%	2069	36.1%	714	12.4%	73	1.3%	46	0.8%	234	4.1%	5736	294
<u>ferry services</u>	993	17.8%	1472	26.4%	2352	42.2%	110	2.0%	34	0.6%	616	11.0%	5577	453
<u>tram services</u>	1128	20.5%	1244	22.6%	842	15.3%	363	6.6%	461	8.4%	1469	26.7%	5607	623
<u>walking</u>	1069	18.9%	1719	30.5%	2084	36.9%	319	5.7%	175	3.1%	279	4.9%	5645	585
<u>cycling</u>	1360	24.1%	1696	30.0%	1534	27.2%	390	6.9%	358	6.3%	307	5.4%	5645	585

If you could no longer use a car for some reason, but continued to live where you do now, which of the following services would be your primary mode of public transport?

Responses	Count	%
bus services	3809	64.3%
train services	889	15.2%
ferry services	164	2.8%
walking routes	286	5.1%
cycleways	317	5.4%
tram services	33	0.6%
don't know	329	5.6%
Total Responses	5937	
No Response	193	

Please rank the following public transport modes in order of importance for Auckland. (1: most important, 6: least important)

	1st	2nd	3rd	4th	5th	6th	Total Responses	No Response						
<u>bus services</u>	3767	64.8%	1491	25.7%	337	5.8%	113	1.9%	51	0.9%	53	0.9%	5812	218
<u>train services</u>	2085	36.0%	2858	49.3%	491	8.5%	191	3.3%	121	2.1%	48	0.8%	5794	236
<u>ferry services</u>	267	4.7%	710	12.4%	2515	43.9%	956	16.7%	841	14.7%	443	7.7%	5732	298
<u>walking routes</u>	203	3.5%	371	6.5%	845	14.8%	1500	26.2%	1713	29.9%	1094	19.1%	5726	304
<u>cycleways</u>	264	4.6%	425	7.4%	1057	18.4%	1707	29.7%	1593	27.7%	695	12.1%	5741	289
<u>tram services</u>	229	4.0%	303	5.3%	618	10.8%	834	14.6%	707	12.4%	3005	52.8%	5696	394

ends

**AA Survey re The Draft Auckland Plan
30 September to 16 October 2011
1,822 Auckland AA Members. Margin of error: \pm 2.3%**

1. Have you read any of these documents?

Responses	Count	%
Yes	442	24.8%
No	1343	75.2%
Total Responses	1785	
No Responses	37	

2. Do you think that the Council has publicised these documents enough?

Responses	Count	%
Yes	293	16.3%
No	1035	57.7%
Don't know	466	26.0%
Total Responses	1794	
No Responses	28	

3. Before taking this survey, did you know that the Council is inviting you to give your views on these documents?

Responses	Count	%
Yes	829	46.2%
No	894	49.9%
Don't know	70	3.9%
Total Responses	1793	
No Responses	29	

4. Do you think that consulting on a 30-year plan for Auckland during the Rugby World Cup will increase or decrease participation by those affected by the plans?

Responses	Count	%
Greatly increase	22	1.2%
Increase	154	8.6%
Will have no effect either way	331	18.5%
Decrease	698	39.0%
Greatly decrease	468	26.1%
Unsure	119	6.6%
Total Responses	1792	
No Responses	30	

5. The Council has given Aucklanders 35 days to read the documents and give their views. Do you think that this is:

Responses	Count	%
not enough time	1049	58.6%
just enough time	419	23.4%
more than enough time	188	10.5%
don't know	135	7.5%
Total Responses	1791	
No Responses	31	

6. How would you prefer the Council to seek your views on these documents?

	Responses	Count	%
Send me copies of the documents and leave me to send in my views	363	20.6%	
Leave me to read the documents online and send in my views	519	29.4%	
Invite me to take part in a survey	620	35.1%	
Invite me to take part in a focus group	76	4.3%	
I don't expect the Council to ask my views on these documents	88	5.0%	
I don't want the Council to ask for my views on these documents	29	1.6%	
Other	72	4.1%	
Total Responses	1766		
No Responses	56		

7. Transforming some of the CBD roads into parks and open spaces in this way?

Responses	Count	%
Strongly support	424	24.3%
Support	772	44.2%
No feeling either way	210	12.0%
Oppose	212	12.1%
Strongly oppose	102	5.8%
Don't know	28	1.6%
Total Responses	1748	
No Responses	74	

8. Transforming some of the CBD roads into shared spaces, where cars, bikes, and pedestrians have equal way?

Responses	Count	%
Strongly support	273	15.6%
Support	653	37.4%
No feeling either way	199	11.4%
Oppose	422	24.1%
Strongly oppose	172	9.8%
Don't know	29	1.7%
Total Responses	1748	
No Responses	74	

9. Lowering speed limits on streets in the CBD?

Responses	Count	%
Strongly support	443	25.4%
Support	795	45.6%
No feeling either way	250	14.4%
Oppose	183	10.5%
Strongly oppose	65	3.7%
Don't know	6	0.3%
Total Responses	1742	
No Responses	80	

10. Reducing the number of car parking spaces in the CBD?

Responses	Count	%
Strongly support	122	7.0%
Support	240	13.7%
No feeling either way	198	11.3%
Oppose	659	37.7%
Strongly oppose	508	29.1%
Don't know	21	1.2%
Total Responses	1748	
No Responses	74	

11. Turning Queen Street into a pedestrian mall?

Responses	Count	%
Strongly support	372	21.2%
Support	596	34.0%
No feeling either way	251	14.3%
Oppose	327	18.7%
Strongly oppose	171	9.8%
Don't know	35	2.0%
Total Responses	1752	
No Responses	70	

12. Think about your future travel needs in Auckland. If you could not use a car, which of the following public transport methods would be most important to you to meet those needs.

Responses	Count	%
Walking	57	3.3%
Cycling	81	4.6%
Train	564	32.3%
Bus	900	51.6%
Tram	68	3.9%
Ferry	76	4.4%
Total Responses	1744	
No Responses	78	

13. How do you feel about road pricing in general?

Responses	Count	%
Strongly support	102	5.9%
Support	470	27.0%
No feeling either way	228	13.1%
Oppose	489	28.1%
Strongly oppose	417	23.9%
Don't know	36	2.1%
Total Responses	1742	
No Responses	80	

14. How do you feel about road pricing being introduced in Auckland around 2016?

Responses	Count	%
Strongly support	99	5.7%
Support	438	25.1%
No feeling either way	218	12.5%
Oppose	493	28.3%
Strongly oppose	452	25.9%
Don't know	44	2.5%
Total Responses	1744	
No Responses	78	

15. How do you feel about the Council's ability to improve public transport in Auckland?

Responses	Count	%
Not at all confident	976	56.3%
Confident	595	34.3%
Very confident	53	3.1%
Don't know	109	6.3%
Total Responses	1733	
No Responses	89	

16. How do you feel about the Council's ability to improve roads in Auckland?

Responses	Count	%
Not at all confident	796	46.0%
Confident	769	44.5%
Very confident	43	2.5%
Don't know	121	7.0%
Total Responses	1729	
No Responses	93	

17. The Council will need to choose ways to pay for new transport projects, both roading and public transport. Below are some statements about the ways the Council should choose to do that. Please show how you feel about each one.

Those who live or work near a new transport project should pay for it

Str Agree	Agree	No feeling	Disagree	Str Disg	DK	Total	NoR
53 3.2%	245 14.6%	18 11.0%	850 50.5%	327 19.4%	22 1.3%	1682	140

Only those who use a new transport project should pay for it

Str Agree	Agree	No feeling	Disagree	Str Disg	DK	Total	NoR
181 10.7%	559 33.0%	154 9.1%	598 35.3%	190 11.2%	13 0.8%	1695	127

Everyone in Auckland should pay an equal amount for a new transport project

Str Agree	Agree	No feeling	Disagree	Str Disg	DK	Total	NoR
243 14.3%	707 41.5%	170 10.0%	374 21.9%	189 11.1%	22 1.3%	1705	117

The Council should borrow money to pay for a new transport project

Str Agree	Agree	No feeling	Disagree	Str Disg	DK	Total	NoR
122 7.2%	608 35.8%	339 20.0%	390 23.0%	160 9.4%	77 4.5%	1696	126

The Council should sell some assets to pay for a new transport project

Str Agree	Agree	No feeling	Disagree	Str Disg	DK	Total	NoR
139 8.2%	469 27.6%	266 15.7%	439 25.8%	310 18.2%	76 4.5%	1699	123

From: Appendix B



Media Release: 20 October 2011

AA says timing of Auckland Council plan consultation is unacceptable and calls for a one month extension for submissions

The Auckland Council decision to undertake the public consultation on the 30-year regional plan at the same time as Auckland hosts the Rugby World Cup has failed.

The AA was commenting following a Council statement that it had only received 143 submissions on the 30-year plan.

Simon Lambourne, the AA's spokesperson on Auckland Transport, says "the AA has been very concerned about the timing and duration of this consultation."

"The AA is today releasing the following results from our latest survey of 1,822 AA Members in Auckland to report what motorists think of the consultation process."

50% of those surveyed did not know the Council was seeking feedback on the 30-year vision, before the AA informed them of this.

65% of AA Members surveyed said consulting on the 30-year plan during the Rugby World Cup would greatly decrease, or decrease, participation by those affected by the plans.

75% of those surveyed said they had not read any of the 30-year plan documents.

59% of those surveyed said the 35 days the Council has given Aucklanders to read the draft plan documents and give their views was not enough time.

58% of those surveyed did not believe the Council had publicised the documents enough.

35% of those surveyed said they would like the Council to seek their feedback through a survey, 20% said they would have liked the Council to send them copies of the draft plan, and 29% said they would prefer to read the draft plan online.

The AA online survey has a margin of error of 2.3% and was conducted between 30 September and 16 October:

"The Council could have easily waited until the Rugby World Cup was over, when Aucklanders could have focused on the 30 year plan proposals, and properly debated and discussed them."

"The AA is concerned the Council appears determined to press ahead with controversial ideas, such as charging people to use the motorways and when they drive into the CBD, and reducing

the number of CBD car parks, without providing Aucklanders with a reasonable amount of time to consider and respond to such proposals.”

“Consultation on decisions that will affect this region for the next half century are being pushed through in 35 days, while Aucklanders focus on hosting visitors to the Rugby World Cup and the games themselves.”

“The Council’s announcement that it will only extend the consultation period by six days, until the end of October, is inadequate. For the Council and the 30-year plan to have greater community engagement and input into the 30 year plan, the AA is calling for consultation period to be immediately extended until the end of November. This will allow for proper public debate once the Rugby World Cup is over, and it will increase the number of public submissions and community engagement.”

ends

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The New Zealand Automobile Association is an incorporated society with over one million members. It represents the interests of road users who collectively pay over \$2 billion in taxes each year through fuels excise, road user charges and GST.