

10-year budget research

Research findings of a survey of Aucklanders

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Date: 13 April 2018

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Summary

AIM

Auckland Council commissioned Colmar Brunton to measure support for:

- 1) A regional fuel tax to raise more funding for transport projects and services
- 2) A new targeted rate to increase funding of water infrastructure and speed up delivery of cleaner harbours, beaches and streams
- 3) A targeted rate to invest more in environmental initiatives.

METHOD



Telephone survey of over 3,938 Auckland residents aged 18+ who are eligible to vote in local government elections.

Fieldwork conducted 22 February – 4 April, 2018.

Questionnaire robustly tested using cognitive interviewing techniques, and a conventional pilot, to ensure survey questions were easily understood.



REGIONAL FUEL TAX (extra 10 cents per litre, plus GST)

52%

support

43%

don't support



66% of public transport (bus or train) users support a regional fuel tax compared to only **48%** of those who drive a private car to work.



WATER QUALITY TARGETED RATE

60%

support

35%

don't support

Higher support

- 20-49 years
- NZ Europeans
- Renters

Lower support

- 50+ years
- Non-NZ Europeans
- Homeowners



NATURAL ENVIRONMENT TARGETED RATE

33%

\$21 per year

33%

\$47 per year

32%

Neither option

Analysis of this question and a follow-up question shows that of all Auckland residents:

- **19%** oppose a targeted rate
- **75%** support a targeted rate at some level
- **68%** support a targeted rate of \$21 or more
- **34%** support a rate of \$47 or more

Support for a targeted rate is highest among younger Aucklanders, women, renters, and Asian Aucklanders.

The task at hand

Auckland Council is consulting on its 10-year Budget (long-term plan).

Three of the key topics of interest in the 10 year Budget relate to understanding Aucklanders' views on:

- a potential regional fuel tax to raise more funding for transport projects and services
- a new targeted rate to increase funding of water infrastructure and speed up delivery of cleaner harbours, beaches and streams
- a targeted rate to invest more in environmental initiatives.

Questions on these topics are included in Auckland Council's summary consultation document. Aucklanders are able to provide feedback on the consultation document through a number of channels (online, email, post, and in person at feedback events). In the addition to this consultation process, the governing body directed the Auckland Council Chief Executive to commission a robust and representative quantitative survey of Aucklanders' views on the above three topics.

To this end, Auckland Council commissioned Colmar Brunton to carry out an independent telephone survey of approximately 3,900 Aucklanders across the region. Insights from the survey will support local government decision making in relation to the 10 year budget which will occur in 2018.

Research objectives

The research was designed to measure:

- The level of public support for, or opposition to, a regional fuel tax
- The level of public support for, or opposition to, a water quality targeted rate to increase funding of water infrastructure and speed up delivery of cleaner harbours, beaches and streams
- The level of public support, or opposition to, a natural environment targeted rate – either \$21 or \$47 per year; and reasons for not supporting either rate.

This report presents the survey findings and methodology Colmar Brunton used to carry out the survey.

The University of Auckland was commissioned to independently review the survey design, methodology, questions and the survey findings. The report containing conclusions from the review conducted by the University is currently being finalised.

Research methodology

Colmar Brunton carried out a telephone survey of 3,938 Aucklanders from 22 February to 4 April, 2018. The population surveyed was Auckland residents aged 18 years and older who are eligible voters for Auckland Council local government elections and who live in households with a working landline telephone, including unlisted numbers. A response rate of 26% was achieved (based on all eligible attempted contacts).

The maximum margin of error on the total sample size of 3,938 is +/-1.6% (at the 95% confidence level and assuming simple random sampling).

Questionnaire development

The questionnaire was developed by Colmar Brunton in collaboration with the University of Auckland. The draft questionnaire was cognitively tested with eight respondents in a face-to-face setting to test respondent comprehension and interpretation of the survey questions. The final questionnaire used in this study incorporated revisions made to draft versions of the questionnaire following the cognitive testing, a conventional CATI pilot, feedback from interviewers, and observations from a researcher listening to a sample of the recordings.

The average interview length was 10-minutes.

The questionnaire is appended to this report and contains key demographic groups of interest.

Fieldwork

Interviews were conducted in English, Hindi, Korean, Tongan, Mandarin, and Cantonese.

Sampling and weighting

A random digit dialling (RDD) methodology was used to sample landline telephones, including people with unlisted phone numbers.

Random digit dialing was done at different rates across Auckland to allow for more robust local board analysis from smaller local boards.

Survey data was weighted to align with population demographic characteristics of local board areas, the number of adults in a household, age, gender, and Māori ethnicity to better represent all electors including those without landlines.

Weights adjusted the survey data to fit:

- Local board area overlap with the inverse of rates of random digit dialling (as observed in the sample)
- Electoral enrolments per local board area (March 2018)
- Number of adults in a household within each local board area (Census 2013)
- Age within local board area (using Census 2013 extrapolated to electoral enrolments in March 2018)
- Electoral enrolment age ranges in the total Auckland region in March 2018
- Gender of adults in local board area (Census 2013)
- Māori adults in local board area (Census 2013).

Aucklanders' views on a regional fuel tax

This section examines the level of public support for, and opposition to, a regional fuel tax.

Respondents were asked:

“Auckland ratepayers pay a special annual transport levy of \$114 per household as part of their rates to help fund transport projects. This annual levy will be removed.

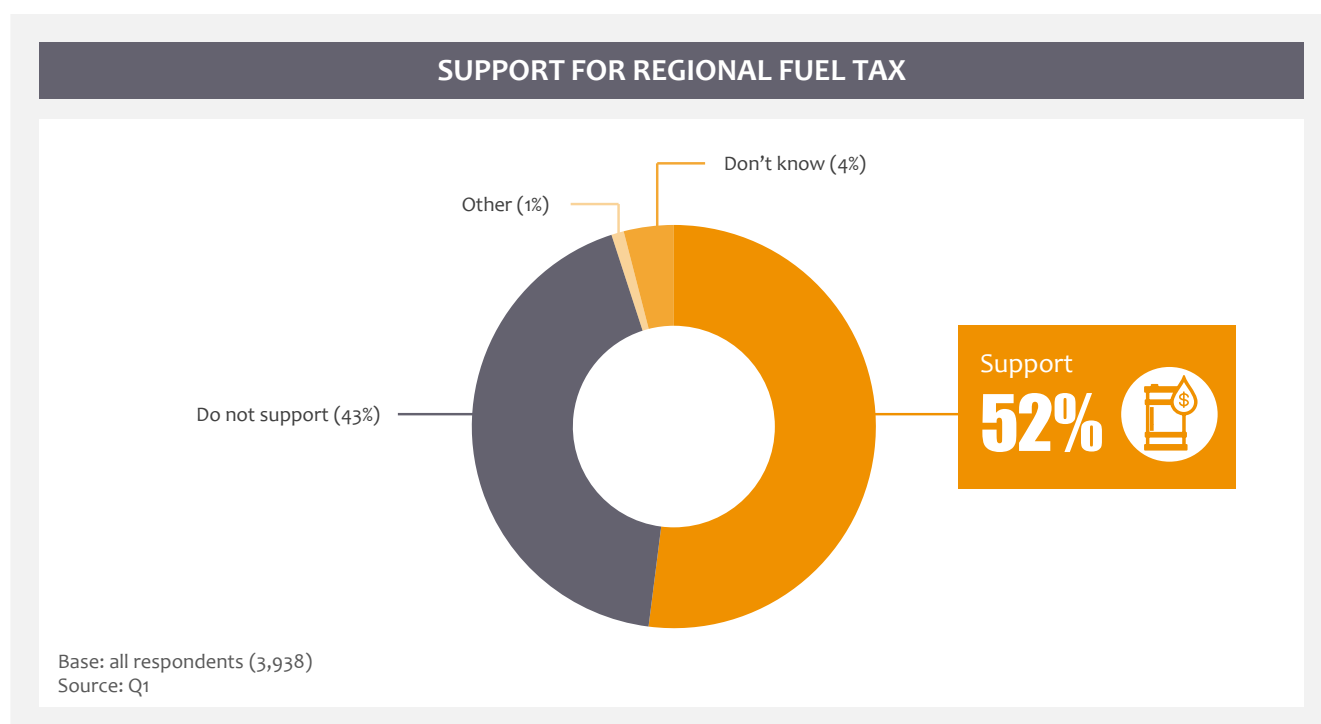
*Auckland Council is proposing replacing this levy with a **regional fuel tax**.*

*This means you would pay an **extra 10 cents** per litre of petrol, plus GST. The funds from this fuel tax would be used to fund new transport projects and services to help address traffic congestion and the pollution it creates, and improve road safety. These projects could include new and improved roading, public transport services, walkways and cycleways, and road safety initiatives.*

Without additional funding Auckland Council can only continue with projects that are currently budgeted for.

*Do you support or not support the proposal to introduce a **regional fuel tax** to help pay for improvements to the transport system?”*

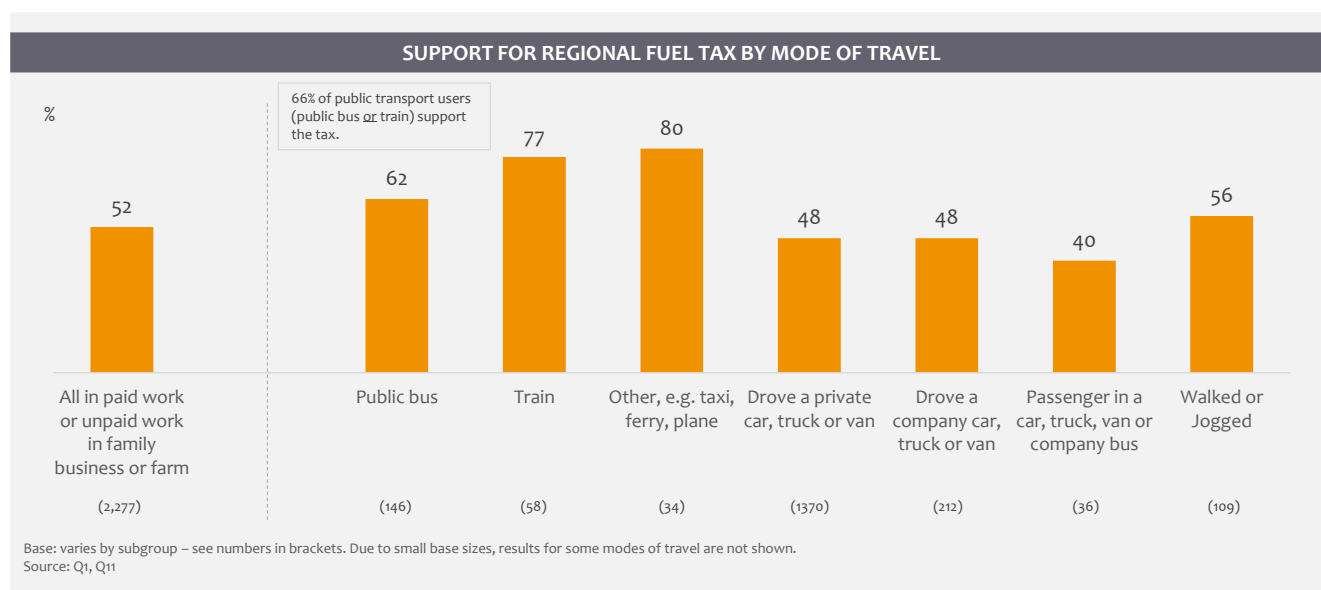
Results are presented in the following chart. Slightly more than half (52%) of Aucklanders support a regional fuel tax of an extra 10 cents per litre (plus GST), and just over four in ten (43%) oppose it.



There is little difference in support for a regional fuel tax by demographic variables (age, gender, ethnicity, income, home ownership status, or paid work status). However, results vary by mode of travel (discussed next).

Travel behaviour

The chart below shows the level of support for a regional fuel tax by mode of travel¹. Public transport users are much more likely to support a regional fuel tax than Aucklanders who use private transport.



Area

The two charts overleaf show levels of support for a regional fuel tax by Auckland sub-region and local board area respectively.

Support for a regional fuel tax is significantly higher in the Central sub-region (57%) than in the North (49%) and West (50%) sub-regions.

Support for a regional fuel tax drops below 50% in six local boards: Franklin (49%), Henderson-Massey (49%), Upper Harbour (48%), Whau (47%), Rodney (44%), and Kaipatiki (41%).

¹ Statistics New Zealand's Census question on mode of travel was used. Respondents in paid work, or unpaid work in a family business or family farm, were asked the main way they travelled to work last Tuesday.

SUPPORT FOR REGIONAL FUEL TAX BY AREA

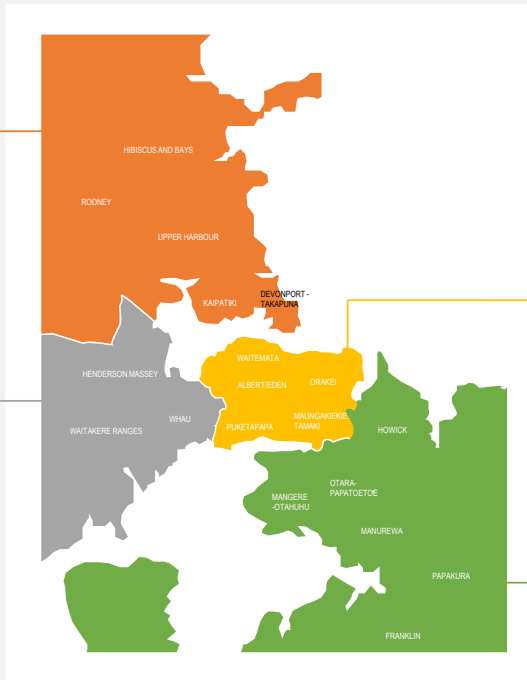
% relate to support for regional fuel tax

North | 49%

West | 50%

Central | 57%

South | 51%



Base: varies by sub-region (613 – 1,216)
Source: Q1

SUPPORT FOR REGIONAL FUEL TAX BY LOCAL BOARD

Support for regional fuel tax

- Less than 50%
- 50% - 59%
- 60% +

Rodney | 44%

Great Barrier Island | 53%

Upper Harbour | 48%

Henderson-Massey | 49%

Whau | 47%

Waitakere Ranges | 56%

Puketapapa | 50%

Mangere-Otahuhu | 50%

Franklin | 49%

Hibiscus and Bays | 54%

Devonport-Takapuna | 56%

Kaipatiki | 41%

Waitemata | 69%

Waiheke | 66%

Orakei | 55%

Maungakiekie-Tamaki | 54%

Howick | 50%

Otago-Papatoetoe | 58%

Manurewa | 51%

Papakura | 51%

Base: varies by local board (36 – 210)
Source: Q2

Aucklanders' views on a targeted rate for water quality

This section examines Aucklanders' level of support for, and opposition to, a water quality targeted rate to increase funding of water infrastructure and speed up delivery of cleaner harbours, beaches and streams

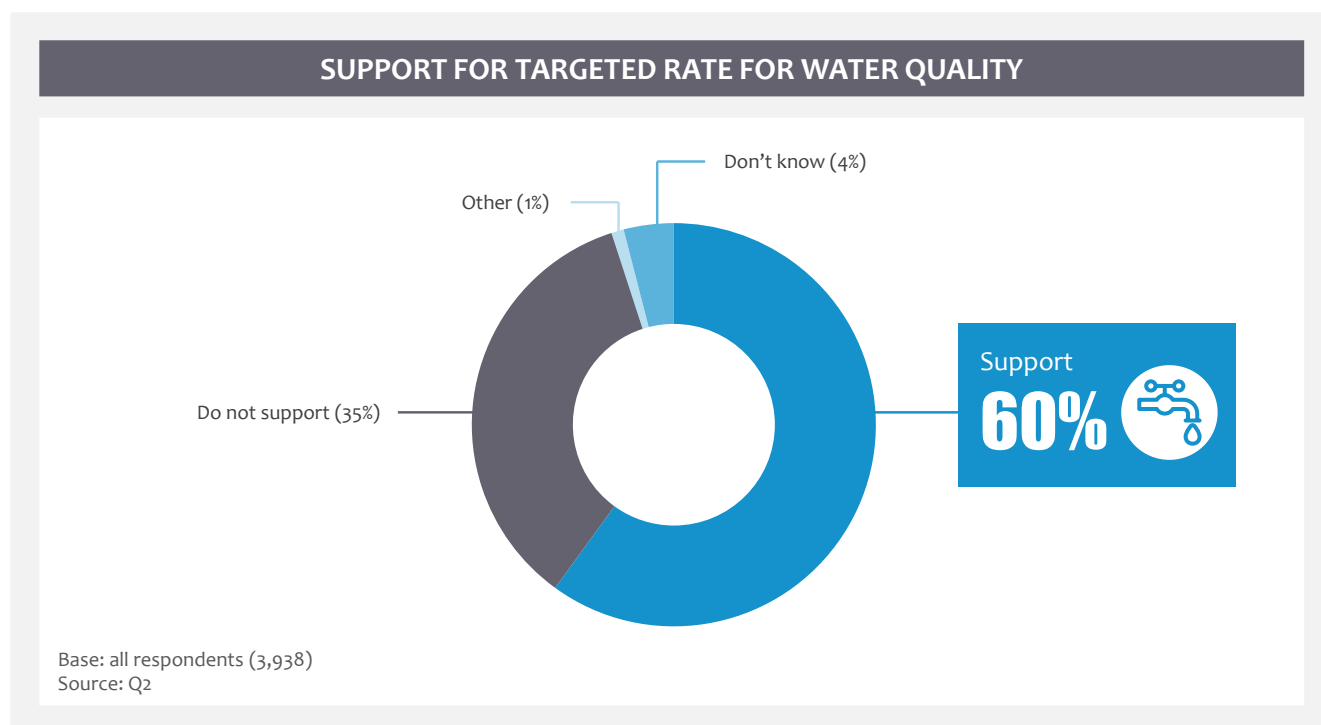
Respondents were asked:

"This question is about our harbours, beaches, and streams. They are being polluted by overflows from ageing sewerage and stormwater systems that can't cope with heavy rainfall and from contaminants washed into natural waterways.

*Auckland Council wants to improve Auckland's water infrastructure to address this problem. Under current budgets, cleaner harbours, beaches and streams would take **30 years** to achieve. However, this could be reduced to **10 years** if ratepayers paid a targeted rate for this purpose. The average residential ratepayer would pay **\$66 per year**, which is **\$1.30 per week**, although this would vary based on the value of your property.*

Do you support or not support the proposal to introduce this targeted rate?"

Results are presented in the following chart. Six in ten (60%) Aucklanders support a targeted rate to speed up delivery of cleaner harbours, beaches, and streams. Around one third (35%) oppose the proposed rate.

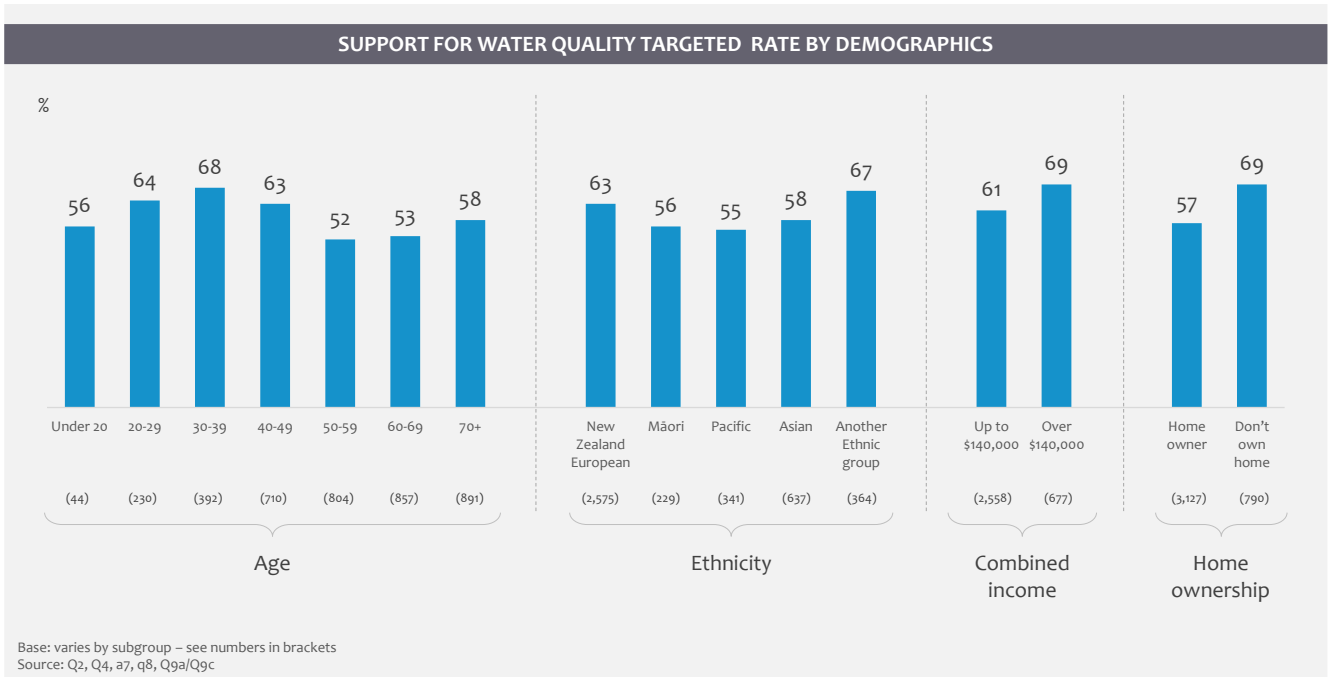


Demographic variation

Support varies by age, ethnicity, income, and home ownership. Support is highest among 20-49 year olds, New Zealand Europeans, and renters (all over 60%) Conversely, support is lower among Aucklanders aged 50 years or more, non-New Zealand Europeans, and home owners.

Differences by income are not marked. However, support is significantly higher among those with a combined income of over \$140,000 than those with a lower combined income (69% vs 61%).

There is no significant difference by gender.

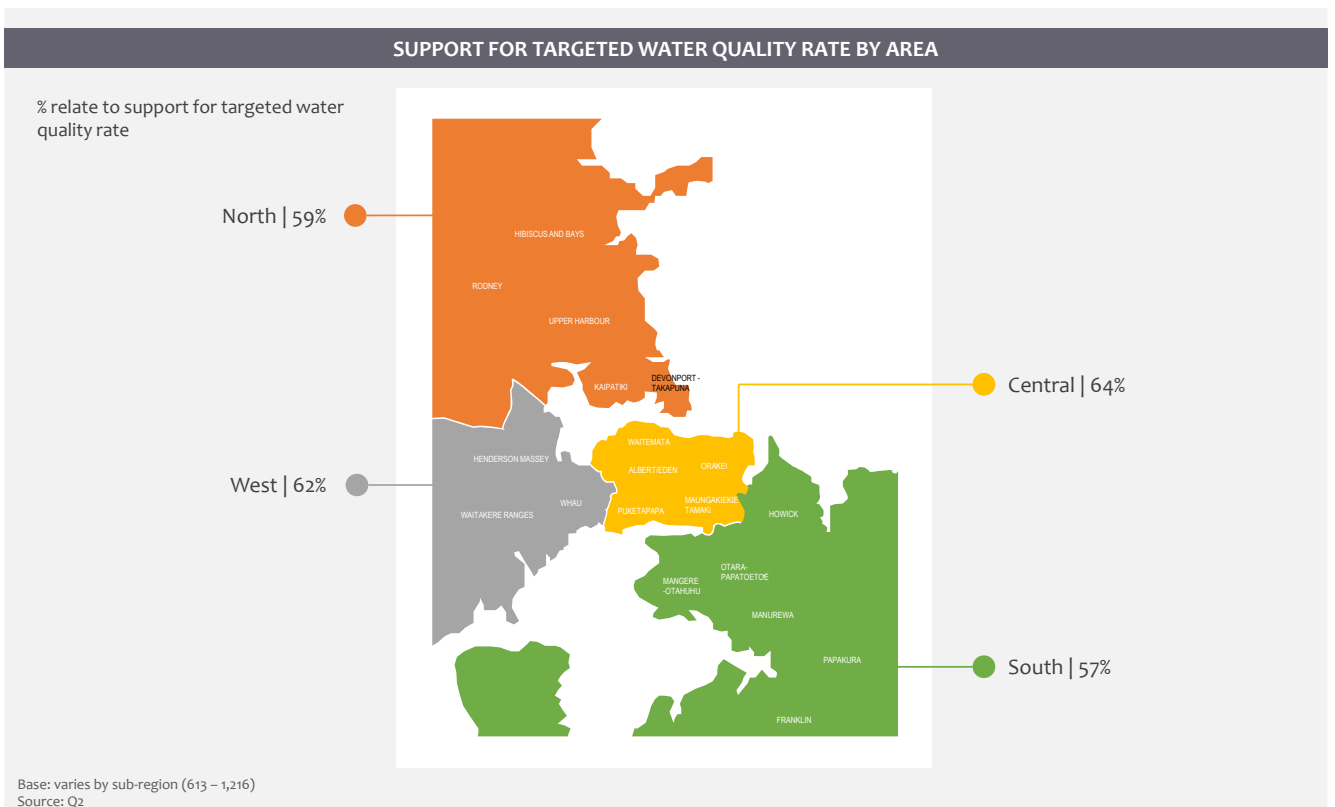


Area

The next two charts show support levels by Auckland sub-region and local board area respectively. Support in the Central sub-region is significantly higher than support in the South (64% vs 57%).

There is little variation by sub-region. However, more variation is evident by local board.

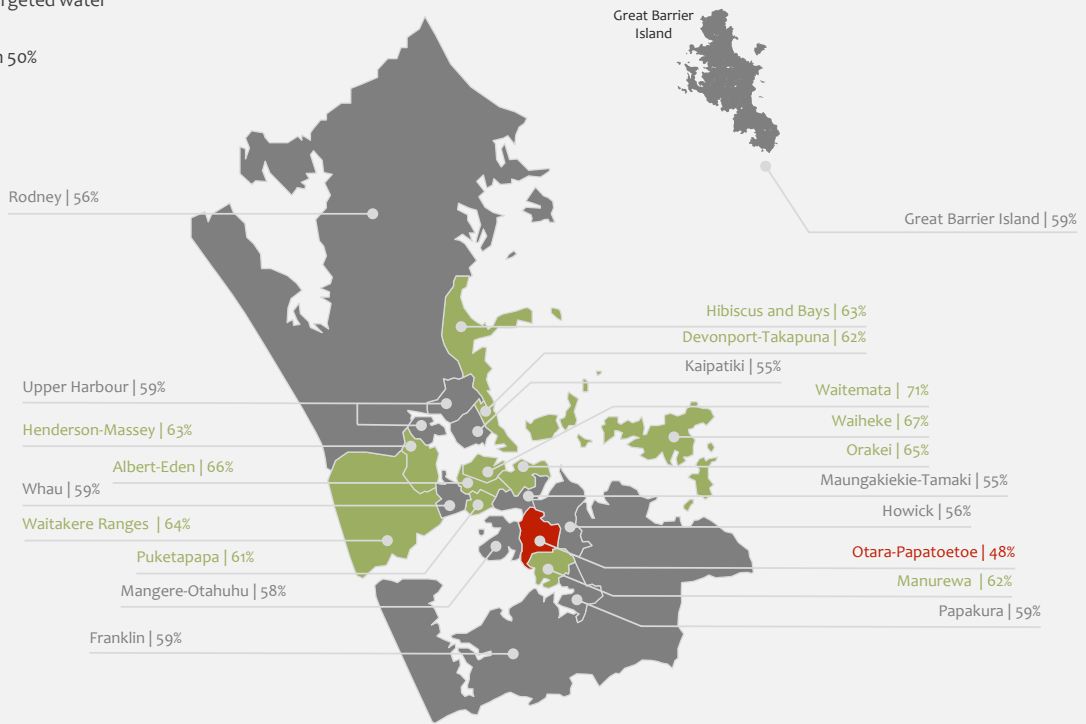
In all but one of the local boards, 55% or more Auckland residents support the targeted rate. Support sits at just under half (48%) in Otara-Papatoetoe.



SUPPORT FOR WATER QUALITY TARGETED RATE BY LOCAL BOARD

Support for targeted water quality rate

- Less than 50%
- 55% - 59%
- 60% +



Base: varies by local board (36 – 210)
Source: Q2

Aucklanders' views on a natural environment targeted rate

This section examines Aucklanders' level of support for a natural environment targeted rate.

Respondents were initially asked whether they supported a targeted rate of \$21 per year, \$47 per year, or neither of these options. A follow-up question was then asked of those who wanted neither suggested rate to see whether this meant they supported a different rate or no rate at all.

Initial question:

"This (first/next) question is about protecting Auckland's environment. Auckland's population growth is putting pressure on the environment, as is the spread of pests, weeds and diseases that are threatening many native species. Approximately two-thirds of Auckland's local native species are under threat of extinction.

Auckland Council is considering introducing a targeted rate, based on your property value, that ratepayers would pay for Council to invest more to protect Auckland's environment. There are two options. I'll explain them and then ask which you prefer.

With Option A, the average residential ratepayer would pay \$21 per year. This increase would allow Auckland Council to make limited improvements to environmental protection, mainly focusing on kauri dieback disease.

With Option B, the average residential ratepayer would pay \$47 per year. This increase would allow Auckland Council to spend more on tackling kauri dieback disease, but also allow them to better protect other native species and ecosystems.

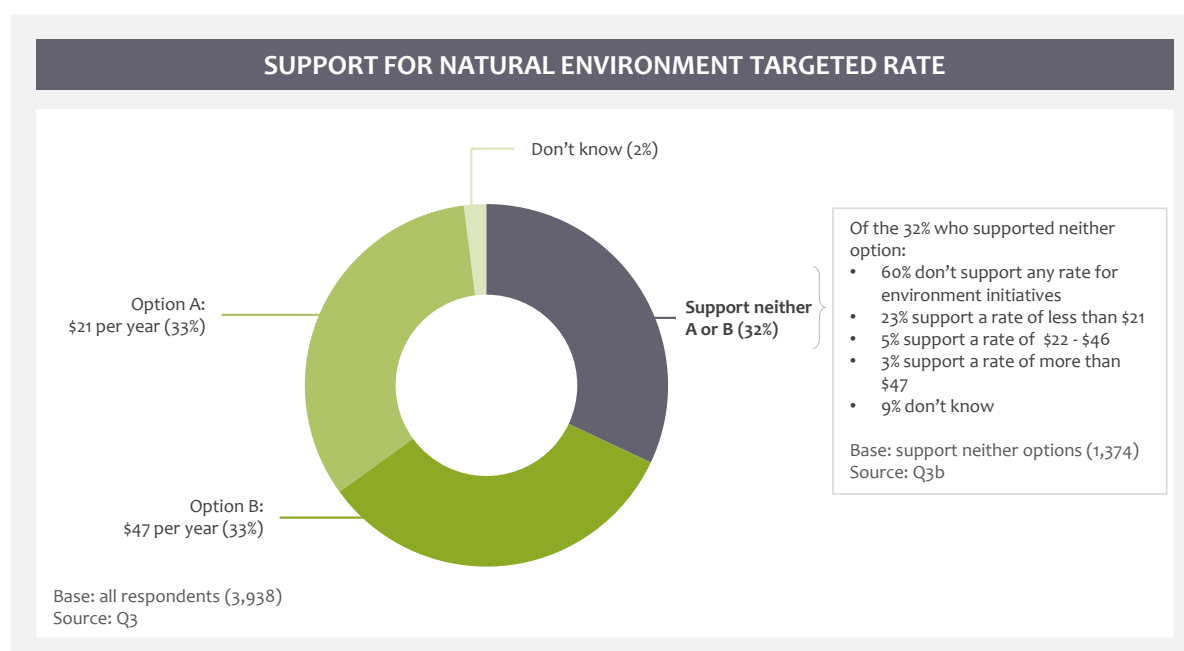
Do you support Option A or B, or do you support neither option?"

Follow-up question:

"You said that you don't support options A or B. Which of the following best describes how you feel about a targeted rate?"

- *You do not support a targeted rate for environmental initiatives at all*
- *You support a targeted rate of less than \$21 per year*
- *You support a targeted rate of between \$22-\$46 per year*
- *You support a targeted rate for environmental initiatives of more than \$47 per year."*

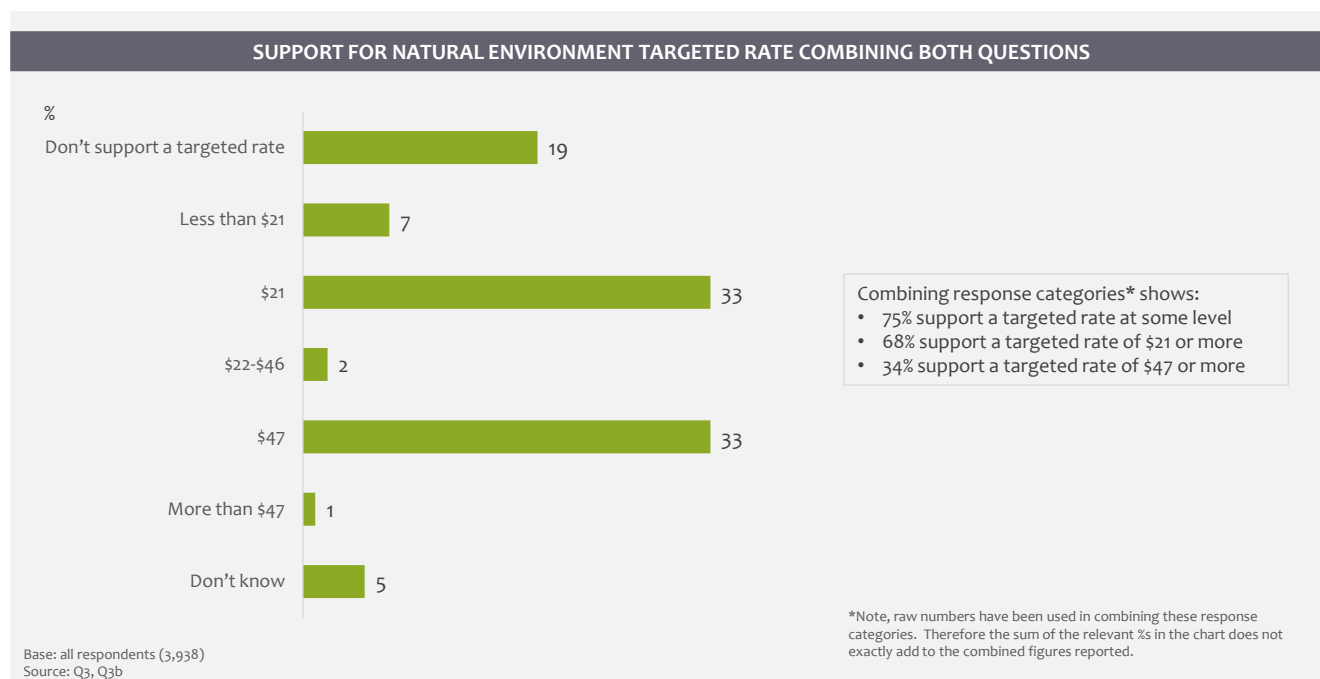
Results are presented in the next chart. Aucklanders' views are evenly divided, with proportions of one third supporting the \$47 rate (33%) and the \$21 rate (33%), and a similar proportion supporting neither of these options (32%). Of the 32% who supported neither option, most don't support any rate for environmental initiatives.



The next chart combines the responses from both questions on the natural environment target rate so that all categories shown are based on the total sample.

When interpreting these results, the reader should bear in mind that respondents who chose either the \$21 rate or the \$47 rate were not prompted with other possible rates (i.e. less than \$21, between \$21 and \$46, or more than \$47). Support for these other rates may have been higher if respondents had been prompted with all options in the first question.

Nearly one in five (19%) Auckland residents don't support a targeted natural environment rate at all, and three quarters (75%) support a rate at some level. A rate of \$21 **or more** draws support from around two thirds of Aucklanders (68%), and around a third (34%) support a rate of \$47 **or more**.

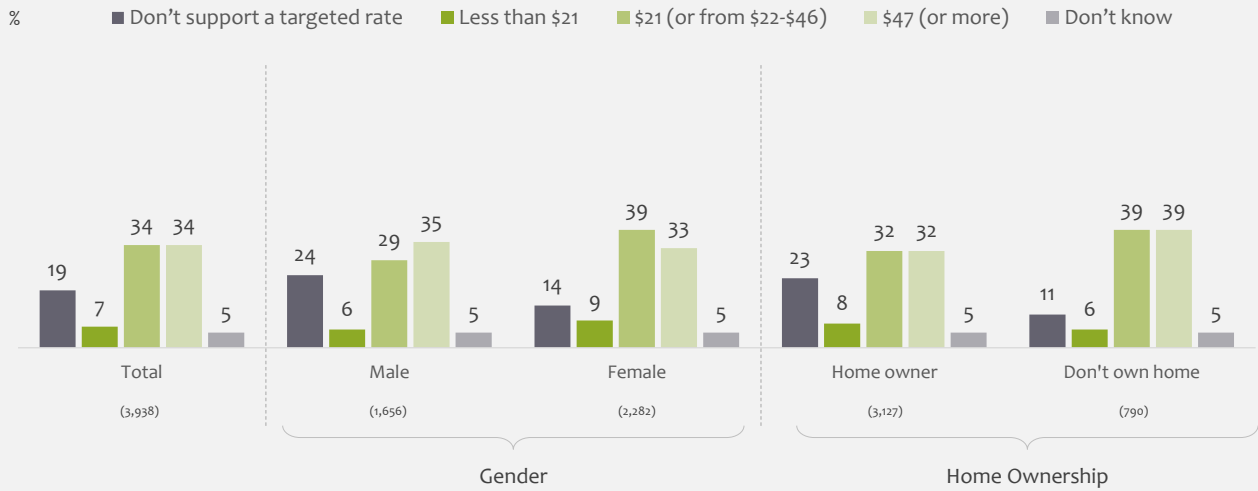


Demographic variations

The next four charts illustrate the demographic variation that exists in support for a natural environment targeted rate. Key patterns are:

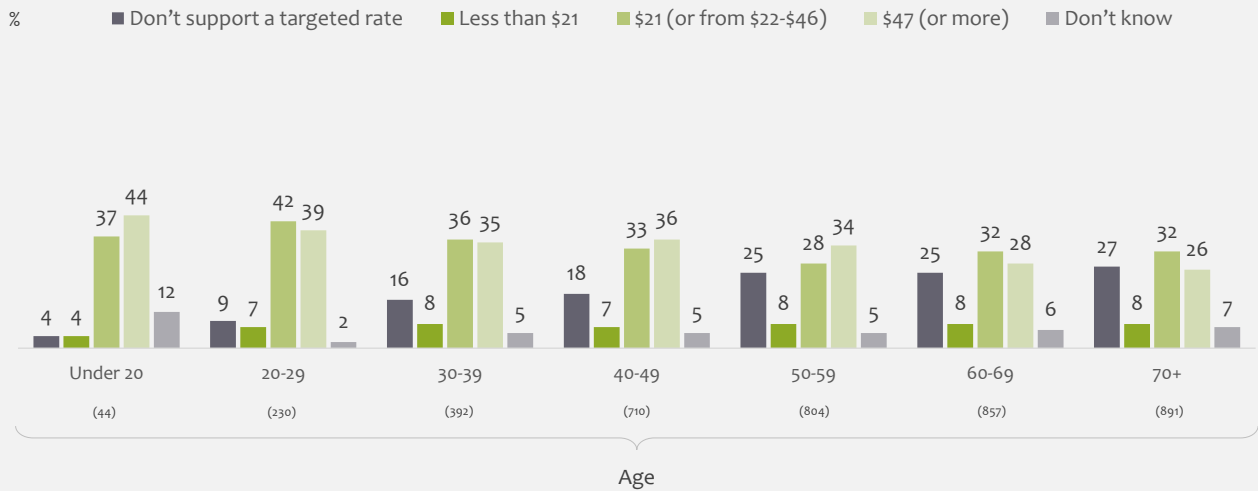
- Women are more likely than men to support a targeted rate (only 14% of women oppose a rate compared to 24% of men). However, women's support tends to be for a lower rate (48% of women support a rate up to \$46 and 33% of women support a rate of \$47 or more).
- Opposition of a targeted rate climbs markedly with age (less than 10% of residents aged under 30 oppose a rate compared to at least 25% of residents aged 50 years or older).
- Home owners are more likely than renters to oppose a targeted rate.
- New Zealand European residents are more likely than some other ethnic groups to oppose a targeted rate. Asian residents are most supportive of having a rate, but tend to opt for \$21 (or up to \$46).
- Those with higher incomes are more polarised in their views – they are more likely than those with lower incomes to both oppose a targeted rate and support a higher rate.

SUPPORT FOR NATURAL ENVIRONMENT TARGETED RATE BY GENDER AND HOME OWNERSHIP



Base: varies by subgroup – see numbers in brackets
Source: Q3, Q3b, Q5, Q7

SUPPORT FOR NATURAL ENVIRONMENT TARGETED RATE BY AGE



Base: varies by subgroup – see numbers in brackets
Source: Q3, Q3b, Q4

SUPPORT FOR NATURAL ENVIRONMENT TARGETED RATE BY ETHNICITY



Base: varies by subgroup – see numbers in brackets
Source: Q3, Q3b, Q8

SUPPORT FOR NATURAL ENVIRONMENT TARGETED RATE BY COMBINED INCOME



Base: varies by subgroup – see numbers in brackets
Source: Q3, Q3b, Q9a/c

Area

The two charts overleaf show support levels by Auckland sub-region and local board area respectively. Note, to further simplify the information conveyed, three results are shown for each area: the proportion who don't support a targeted rate or support a rate less than \$21 (D), the proportion who support a rate from \$21 up to \$46 (L), and the proportion who support a rate of \$47 or more (H).

Results vary little by sub-region. Central residents are more likely to support a higher rate (39%) than those in the South (29%).

Residents in Otara-Papatoetoe and Kaipatiki are most likely to opt for no rate or a rate of less than \$21. A high targeted rate (\$47 or more) is the most preferred option by a margin of more than five percentage points in Great Barrier, Waitemata, Waiheke, Henderson-Massey, Waitakere Ranges, and Rodney.

SUPPORT FOR NATURAL ENVIRONMENT TARGETED RATE BY AREA

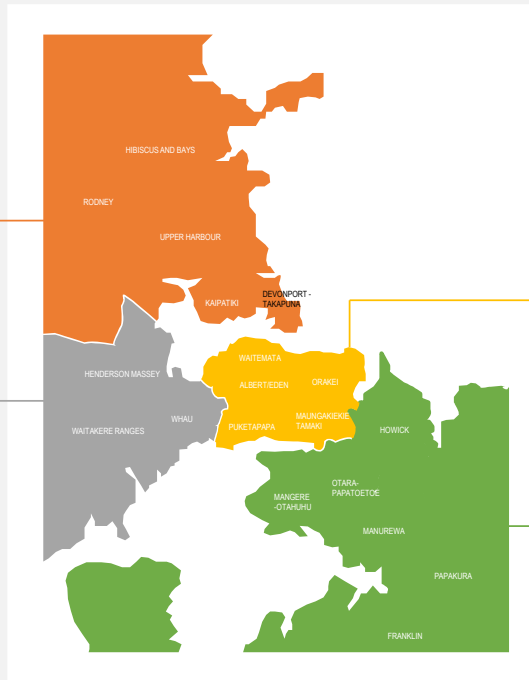
D = Don't support a rate or support rate of less than \$21
 L = Support rate of \$21 (or up to \$46)
 H = Support rate of \$47 or more

North
 D = 27%
 L = 33%
 H = 34%

West
 D = 25%
 L = 36%
 H = 35%

Central
 D = 24%
 L = 32%
 H = 39%

South
 D = 29%
 L = 36%
 H = 29%



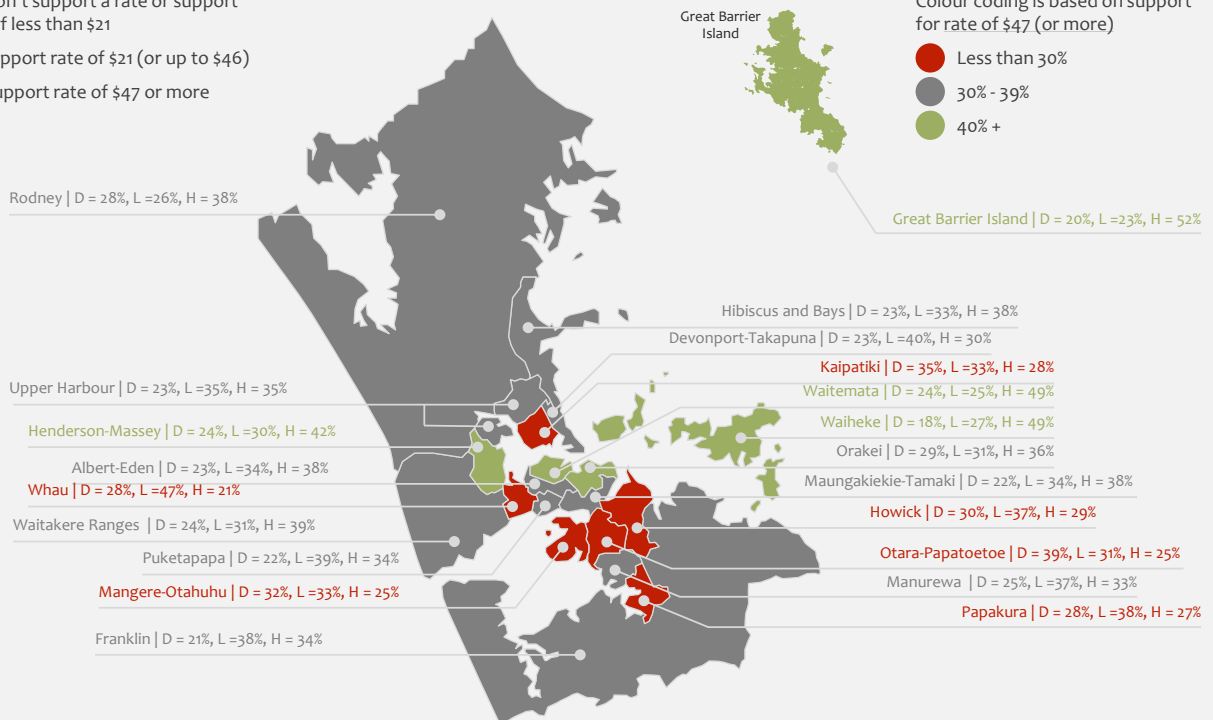
Base: varies by sub-region (613 – 1,216)
 Source: Q3

SUPPORT FOR NATURAL ENVIRONMENT TARGETED RATE BY LOCAL BOARD

D = Don't support a rate or support rate of less than \$21
 L = Support rate of \$21 (or up to \$46)
 H = Support rate of \$47 or more

Colour coding is based on support for rate of \$47 (or more)

- Less than 30%
- 30% - 39%
- 40% +



Base: varies by local board (36 – 210)
 Source: Q3

Appendix A: Sample profile

Demographic profiles of the unweighted and weighted samples are provided below.

Demographic profile of sample

	Unweighted		Weighted	
	n	%	n	%
Gender				
Male	1656	42%	1876	48%
Female	2282	58%	2062	52%
Age				
Under 20	44	1%	105	3%
20-29	230	6%	659	17%
30-39	392	10%	744	19%
40-49	710	18%	741	19%
50-59	804	20%	706	18%
60-69	857	22%	510	13%
70+	891	23%	468	12%
Refused	10	*	5	*
Ethnicity				
New Zealand European	2575	66%	2148	55%
Māori	229	6%	323	8%
Pacific	341	9%	460	12%
Asian	637	16%	938	24%
Other	364	9%	359	9%
Refused	17	*	19	*
Combined income (respondent and partner)				
\$20,000 or less	268	7%	317	8%
Over \$20,000 up to 30000	361	9%	260	7%
Over \$30,000 up to 50000	473	12%	459	12%
Over \$50,000 up to 70000	467	12%	510	13%
Over \$70,000 up to 100000	496	13%	516	13%
Over \$100,000 up to 120000	296	8%	331	8%
Over \$120,000 up to 140000	197	5%	227	6%
Over \$140,000 up to 160000	163	4%	180	5%
Over \$160,000	514	13%	558	14%
Don't know	299	8%	228	6%
Refused	404	10%	350	9%
Home ownership				
Yes – own home or rental property in Auckland Region	3127	79%	2762	70%
No	790	20%	1157	29%
Don't know	21	1%	19	*

Base: All respondents (3,938)

Source: Q4, Q5, Q7, Q8, Q9a/c, Q10, and area screening questions

* denotes a % between 0.0% and 0.5%

	Unweighted		Weighted	
	n	%	n	%
Paid work status (last 7 days)				
You worked for pay, profit or income for an hour or more	2177	55%	2469	63%
You worked in a family business or family farm without pay	151	4%	139	4%
You work in a job, business or farm, but you were not working in the last 7 days for some reason	108	3%	113	3%
None of these	1553	39%	1270	32%
Sub-region				
Central	1099	28%	1058	27%
North	1010	26%	979	25%
South	1216	31%	1283	33%
West	613	16%	617	16%
Local board				
Albert Eden	206	5%	262	7%
Devonport Takapuna	201	5%	157	4%
Franklin	202	5%	187	5%
Great Barrier	36	1%	3	*
Henderson Massey	207	5%	284	7%
Hibiscus and Bays	203	5%	272	7%
Howick	206	5%	368	9%
Kaipatiki	204	5%	227	6%
Mangere Otahuhu	204	5%	187	5%
Manurewa	203	5%	211	5%
Maungakiekie Tamaki	210	5%	187	5%
Orakei	201	5%	236	6%
Otara Papatoetoe	200	5%	197	5%
Papakura	201	5%	132	3%
Puketapapa	204	5%	153	4%
Rodney	200	5%	167	4%
Upper Harbour	202	5%	156	4%
Waiheke	50	1%	24	1%
Waitakere Ranges	201	5%	134	3%
Waitemata	192	5%	194	5%
Whau	205	5%	199	5%

Base: All respondents (3,938)

Source: Q4, Q5, Q7, Q8, Q9a/c, Q10, and area screening questions

* denotes a % between 0.0% and 0.5%

Travel mode – profile of sample

	Unweighted		Weighted	
	n	%	n	%
Travel mode to work (last Tuesday)				
Public bus	146	6%	203	8%
Train	58	3%	76	3%
You drove a private car, truck or van	1370	60%	1516	59%
You drove a company car, truck or van	212	9%	230	9%
Passenger in a car, truck, van or company bus	36	2%	45	2%
Motorbike	12	1%	24	1%
Bicycle	26	1%	30	1%
Walked or Jogged	109	5%	143	6%
Other, e.g. taxi, ferry, plane	34	1%	36	1%
You worked at home	146	6%	124	5%
You did not go to work last Tuesday	82	4%	87	3%
None of these	44	2%	38	1%
Don't Know	2	*	1	*

Base: All respondents (3,938)

Source: Q11

* denotes a % between 0.0% and 0.5%

Appendix B: Questionnaire

ROTATE Q1 TO Q3 ACROSS SAMPLE.

These first few questions are quite long. After I read each question, you can let me know if you need me to read it out again.

Q1 This (first/next) question is about transport.

Auckland ratepayers pay a special annual transport levy of \$114 per household as part of their rates to help fund transport projects. This annual levy will be removed.

Auckland Council is proposing replacing this levy with a **regional fuel tax**.

This means you would pay an **extra 10 cents** per litre of petrol, plus GST. The funds from this fuel tax would be used to fund new transport projects and services to help address traffic congestion and the pollution it creates, and improve road safety. These projects could include new and improved roading, public transport services, walkways and cycleways, and road safety initiatives.

Without additional funding Auckland Council can only continue with projects that are currently budgeted for.

Do you support or not support the proposal to introduce a **regional fuel tax** to help pay for improvements to the transport system?

CODE ONE ONLY.

Support	1
Do not support	2
DO NOT READ: Other	3
DO NOT READ: Don't know	4

Q2 This (first/next) question is about our harbours, beaches, and streams. They are being polluted by overflows from ageing sewerage and stormwater systems that can't cope with heavy rainfall and from contaminants washed into natural waterways.

Auckland Council wants to improve Auckland's water infrastructure to address this problem. Under current budgets, cleaner harbours, beaches and streams would take **30 years** to achieve. However, this could be reduced to **10 years** if ratepayers paid a targeted rate for this purpose. The average residential ratepayer would pay **\$66 per year**, which is **\$1.30 per week**, although this would vary based on the value of your property.

Do you support or not support the proposal to introduce this targeted rate?

CODE ONE ONLY

Yes – support	1
No – do not support	2
DO NOT READ: Other	3
DO NOT READ: Don't know	4

Q3 This (first/next) question is about protecting Auckland's environment.

Auckland's population growth is putting pressure on the environment, as is the spread of pests, weeds and diseases that are threatening many native species. Approximately two-thirds of Auckland's local native species are under threat of extinction.

Auckland Council is considering introducing a targeted rate, based on your property value, that ratepayers would pay for Council to invest more to protect Auckland's environment. There are two options. I'll explain them and then ask which you prefer.

With Option A, the average residential ratepayer would pay \$21 per year. This increase would allow Auckland Council to make limited improvements to environmental protection, mainly focusing on kauri dieback disease.

With Option B, the average residential ratepayer would pay \$47 per year. This increase would allow Auckland Council to spend more on tackling kauri dieback disease, but also allow them to better protect other native species and ecosystems.

Do you support Option A or B, or do you support neither option?

CODE ONE ONLY

Option A – \$21 per year	1	GO TO Q4
Option B – \$47 per year	2	GO TO Q4
Support neither Option A or B	3	GO TO Q3b
DO NOT READ: Don't know	4	GO TO Q4

Q3b You said that you don't support options A or B. Which of the following best describes how you feel about a targeted rate?

READ ALL BEFORE ACCEPTING ANSWER. CODE ONE ONLY.

DS: REVERSE CODES 1 TO 4 FOR 50% OF INTERVIEWS.

You do not support a targeted rate for environmental initiatives at all	1
You support a targeted rate of less than \$21 per year	2
You support a targeted rate of between \$22-\$46 per year	3
You support a targeted rate for environmental initiatives of more than \$47 per year	4
DO NOT READ: Don't know	5

Finally, I have a few questions to make sure we have interviewed a cross-section of the population

Q4 Would you mind telling me in which of the following age groups you belong? Please stop me when I get to your age group.

CODE ONE ONLY. READ.

18 to 19 years	1
20-24 years	2
25-29 years	3
30-34 years	4
35-39 years	5
40-44 years	6
45-49 years	7
50-54 years	8
55-59 years	9
60-64 years	10
65-69 years	11
70-74 years	12
75 years and over	13
DO NOT READ: Refused	14

Q5 **RECORD GENDER**

Male	1
Female	2

Q6 How many people aged 18 years and over usually live in your household, including yourself?

CODE ONE ONLY.

1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9 or more	9

Q7 Do you currently own your own home in the Auckland region, or own a rental property in the Auckland region?

Yes – own home or rental property in Auckland region	1
No	2
Don't know	3

Q8 Which of these best describes your ethnic origin? Are you...

READ ALL. CODE EACH MENTIONED.

New Zealand European	1
Māori	2
Samoan	3
Cook Island Māori	4
Tongan	5
Niuean	6
Chinese	7

Indian, Pakistani or Sri Lankan	8
Another ethnic group (specify)	9
DO NOT READ: Refused	10
DO NOT READ: Other Pacific group	11
DO NOT READ: Other Asian group	12
DO NOT READ: Other European group	13

DATA SERVICES: *INSERT TIME STAMP HERE*

Q9a Which one of the following does your personal annual income from all sources, before tax, fall into? Please stop me when I get to your income group.

READ. CODE ONE ONLY.

\$20,000 or less	1
Over \$20,000 up to \$30,000	2
Over \$30,000 up to \$50,000	3
Over \$50,000 up to \$70,000	4
Over \$70,000 up to \$100,000	5
Over \$100,000 up to \$120,000	6
Over \$120,000 up to \$140,000	7
Over \$140,000 up to \$160,000	8
Over \$160,000	9
DO NOT READ: Don't know	10
DO NOT READ: Refused	11

IF ANSWER IS 1 AT Q6 AUTOFILL RESPONSE AT Q9B AS 'NO' AND SKIP TO Q10

Q9b Do you live with a partner or spouse?

CODE ONE ONLY

Yes	1	ASK Q9c
No	2	GO TO Q10
Don't know	3	GO TO Q10

IF CODE 9 (OVER \$160,000) AT Q9A AUTOFILL RESPONSE AT Q9c AS 'OVER \$160,000' AND SKIP TO Q10**IF CODE 11 (REFUSED) AT Q9A AUTOFILL RESPONSE AT Q9c AS 'REFUSED' AND SKIP TO Q10**

Q9c What is the approximate combined annual income of you and your partner from all sources, before tax? Please stop me when I get to your income group.

READ. CODE ONE ONLY.

DP: ONLY SHOW CATEGORIES AT LEAST AS HIGH AS THE ANSWER AT Q9a

\$20,000 or less	1
Over \$20,000 up to \$30,000	2
Over \$30,000 up to \$50,000	3
Over \$50,000 up to \$70,000	4
Over \$70,000 up to \$100,000	5
Over \$100,000 up to \$120,000	6
Over \$120,000 up to \$140,000	7
Over \$140,000 up to \$160,000	8
Over \$160,000	9
DO NOT READ: Don't know	10
DO NOT READ: Refused	11

Q10 In the last seven days which of these did you do? **READ ALL. CODE EACH MENTIONED.**

You worked for pay, profit or income for an hour or more	1
You worked in a family business or family farm without pay	2
SINGLE RESPONSE: You work in a job, business or farm, but you were not working in the last 7 days for some reason	3
SINGLE RESPONSE: None of these	4

ASK IF CODES 1 OR 2 AT Q11:

Q11 Now thinking about last Tuesday, what was the one main way you travelled to work? **READ LIST UNTIL ANSWER GIVEN.**

IF NECESSARY: By main way, I mean the one you used for the greatest distance.

IF RESPONDENT ANSWERS 'CAR' BEFORE YOU READ THE LIST YOU WILL NEED TO PROBE WHETHER THAT IS PRIVATE CAR, COMPANY CAR OR PASSENGER

IF RESPONDENT SAYS THEY CAN'T RECALL, ASK WHICH WAY THEY USUALLY TRAVEL TO WORK

Public bus	1
Train	2
You drove a private car, truck or van	3
You drove a company car, truck or van	4
Passenger in a car, truck, van or company bus	5
Motorbike	6
Bicycle	7
Walked or jogged	8
Other, e.g. taxi, ferry, plane	9
You worked at home	10
You did not go to work last Tuesday	11
None of these	12
DO NOT READ: Don't know	13