

Auckland Council

People's Panel Survey – Auckland Neighbourhood, Housing, and Travel Preferences

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1 Table of contents

2 Key findings.....	3
3 Background.....	5
3.1 Survey background.....	5
3.2 About the People’s Panel.....	5
3.3 Methodology.....	6
4 Survey results.....	7
4.1 Housing and neighbourhood attributes.....	7
4.2 Stated choices – housing attribute preferences.....	9
4.3 Travel preferences and frequencies.....	13
4.4 Barriers to cycling, walking, and public transport.....	15
4.5 Household and dwelling characteristics.....	17
4.6 House and neighbourhood problems.....	21
5 Appendices.....	22
Appendix 1: Respondent Profile.....	22
Appendix 2: Stated choice experiment options.....	23
Appendix 3: Map of Auckland’s Wards.....	25

2 Key findings

Important housing and neighbourhood attributes:

- The most important housing and neighbourhood attributes were 'affordability' (94% extremely important, very important, or important), warm and dry (92%), a safe neighbourhood (88%), outdoor space (80%), parking space (80%), an attractive neighbourhood (75%), a quiet street (73%), and having a standalone home (70%).
- Of lesser importance were architectural features (36% extremely important, very important, or important), a convenient commute via active transport i.e. walking and cycling (45%), being near family and friends (51%), schools (52%), and a convenient commute via public transport (58%).

Stated choices – housing attribute preferences:

- Regardless of house size, standalone houses were the preferred type of house for 8 of the 12 choice sets presented in the survey. Townhouses were chosen as the preferred option in another 3 choice sets, while the apartment was only preferred in 1 choice set.
- For all but one choice set, transport access was important – the option chosen most was located either very close (5 min walk to town centre and 5 min drive/15 min bus to CBD) or fairly close (10 min walk to town centre and 15 min drive/30 min bus to CBD) to the local town centre and CBD.
- Another common feature of the preferred housing choices was some form of parking (on street or off street), but there was no clear preference regarding neighbourhood type and preferred housing prices/rents.

Travel preferences and frequencies:

- A third of respondents prefer to drive for their commute/daily transport (33%) while public transport (28%) and walking (27%) were the preferred modes of transport for over a quarter of people. Cycling was the least preferred travel mode (11%).
- Over the period of the survey, 43% of those who drove to work did so on 5-7 days and another 28% drove at least 3 times. The next most common travel mode (excluding working from home) was public transport, which was used more than once by 30% of people.

Barriers to cycling, walking, and public transport:

- The most common barrier to cycling was a perceived lack of safety (65%), while unpleasant routes (e.g. steep hills) (39%), other things to do (31%), weather (29%), and long journey times (27%) were the other most important barriers.
- 'Takes too long' was by far the most commonly given barrier to walking (66%), with weather (42%), other things to do (29%), and 'work clothes' (i.e. having an appropriate appearance at work) (23%) also being identified as significant barriers.
- As with walking, 'takes too long' was the barrier most people gave for using public transport (49%). The other most common barriers were an unsuitable or infrequent timetable (34%), no easily accessible stop or station (33%), an unreliable service (22%), and having other things to do (21%).

Household and dwelling characteristics:

- The vast majority of respondents were occupants of standalone houses (73%), while townhouses were the second most common dwelling type (10%). High-rise apartment and flat occupants constituted 6% each of survey participants.
- Families (46%) and older couples (21%) were the two most common household types. Another 15% of respondents were flatting and 12% were single.

House and neighbourhood problems:

- Aside from those reporting no major problems with their dwellings, the most common problems given were too small (12%), expensive (11%), cold/difficult to heat (10%), and poor condition (8%). These problems generally align with the most important attributes (reported above) of affordability, warmth and dryness, and neighbourhood safety.
- In regard to the residential neighbourhood, the most common major problems were the reliability of public transport (14%), noise or vibration (10%), sidewalks/cycle lanes (9%), distance to work (7%), and problem neighbours (7%).

3 Background

3.1 Survey background

This survey was carried out as a collaboration between the New Zealand Centre for Sustainable Cities under the Resilient Urban Futures research programme¹; and Auckland Council. The following report summarises the key results and comments from the survey.

3.2 About the People's Panel

The People's Panel aims to provide an opportunity for Aucklanders to get involved with a range of council issues, giving feedback by regularly completing online surveys and getting involved with focus groups and other activities as needed.

The panel ideally supplements other research, consultation and engagement activities used to indicate public perceptions to help inform decision-making processes. Panellists are recruited to be 'typical' members of the public – that is they include members of the public who come from a range of backgrounds and a range of levels of involvement with the council.

At the time of surveying there were over 20,000 people registered with the panel, with representation from residents of each local board area and by age group and ethnicity. The People's Panel is not yet representative of the wider Auckland population and ongoing recruitment is conducted to improve participation from particular areas, age groups and ethnicities.

For more information about the People's Panel visit

www.aucklandcouncil.govt.nz/peoplespanel

¹ The Resilient Urban Futures research programme has been funded by the Ministry of Business, Innovation and Employment, MBIE. See <http://sustainablecities.org.nz/resilient-urban-futures/>

3.3 Methodology

The survey was open from late November to early December 2015 and one reminder was sent to those who had not responded. In total 3,285 responses were received.

The feedback has been analysed as follows:

- For the tick box questions, responses to each option have been reported as proportions of the total sample and presented as charts (and tables in the appendix).
- Some results, such as the importance of housing attributes and travel preferences, have been compared with explanatory variables (e.g. age, income, household type, dwelling type, ward, and travel preferences) to find relationships not observed in the initial analysis.
- The most significant findings for each question are described below the graphs and charts of the initial results.

Numbers in charts and tables presented in this report may not sum to 100% because multiple responses were allowed for some questions and/or as a result of rounding.

In addition, some questions were not answered by the total survey sample of 3,285 participants due to the nature of the question (e.g. question 60A, which asked how participants travelled to their place of study). In such cases, the reported percentages relate to the total number of responses for that question.

The original data has been weighted based on age, income, and ethnicity in order to balance the proportions of certain groups in the sample. For example, 18-24 year-olds were significantly under-represented and hence have been given a high positive weighting, while high-income earners were over-represented and are therefore lightly weighted. A summary of the weightings is available from the authors.

4 Survey results

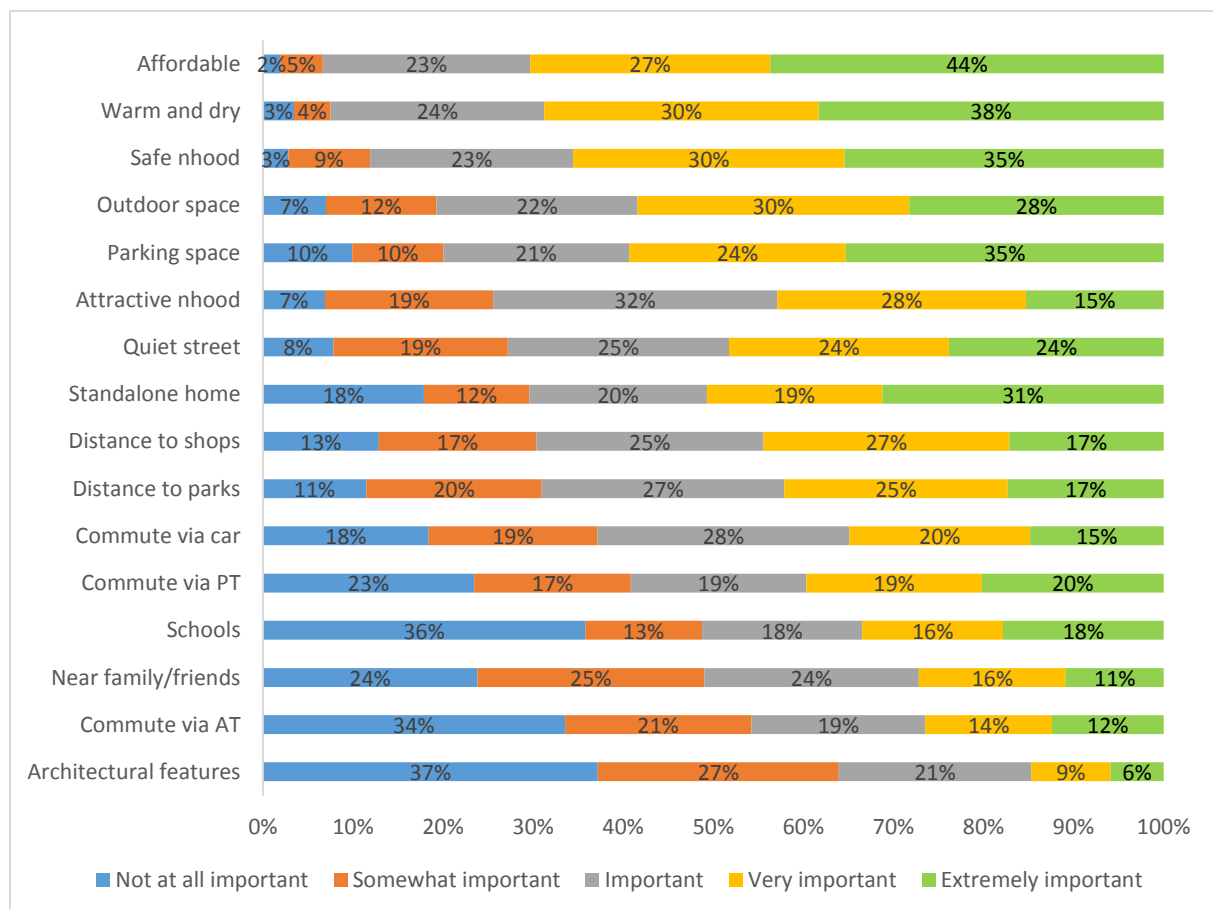
4.1 'Important' housing and neighbourhood attributes

Q1A (i-xvi). Think back to when you first chose to move to your existing house/flat. What factors were important in determining your choice?

Panellists were asked which factors were important in determining their choice of dwelling (which they currently occupy). In response to this question, the most important housing and neighbourhood attributes were affordability (94% considered this extremely important, very important, or important), a warm and dry house (92%), a safe neighbourhood (88%), outdoor space (80%), parking (80%), an attractive neighbourhood (75%), a quiet street (73%), and having a standalone home (70%).

Notably, parking and a standalone home were considered extremely important by 35% and 31% respectively, while fewer respondents considered an attractive neighbourhood to be extremely important (15%) relative to the other most important attributes.

Of lesser importance were architectural features (36% extremely important, very important, and important), a convenient commute via active transport i.e. walking and cycling (45%), being near family and friends (51%), schools (52%), and a convenient commute via public transport (58%). Architectural features and schools were considered not at all important by 37% and 36% of respondents respectively.



Base: Panellists participating in survey (n=3,285) – weighted data. Attributes are ordered by the sum of percentages of 'extremely important,' 'very important,' and 'important.'

The attributes discussed below (such as outdoor space) cover a range of different housing and neighbourhood features.

Divergent importance ratings for outdoor space, standalone houses, and parking

These three attributes were extremely or very important to the majority of respondents, particularly those over the age of 35, older couples, families, and occupants of standalone houses. However, these attributes were less important for younger participants, singles, and those living in apartments.

- Outdoor space was not at all important to high-rise (36%) and low-rise (22%) apartment occupants, 18-24 year-olds (20%), young couples (22%), and Waitemata² residents (21%). 69% of those earning less than \$20,000 considered outdoor space extremely or very important.
- A standalone house was considered not at all important by high- and low-rise apartment occupants (76% and 88%), young couples (48%), 18-24 year-olds (44%), Waitemata residents (51%), and those with preferences for cycling (30%)
- Parking was not at all important to 18-24 year-olds (30%), those living in high- and low-rise apartments (44% and 31%), and residents of Waitemata (31%) and Waiheke (23%). Significant proportions of those who prefer cycling (59%), walking (46%), and public transport (44%) also said parking was extremely or very important.

Distance to shops

In general, distance to shops was less important than outdoor space, a standalone house, and parking.

- This attribute was extremely or very important to 18-24 year-olds (56%), young couples (58%), high- and low-rise apartment occupants (87% and 58%), Waitemata residents (70%), and those who prefer walking (57%), cycling (54%), and public transport (47%).
- However, Rodney (31%), Manurewa-Papakura (24%), Waiheke (23%), and Franklin (21%) were areas where a higher proportion of respondents considered distance to shops not at all important relative to other residential locations.

Convenient commute via car, public transport, and active transport

A convenient commute via car was generally seen as of middling importance, while a convenient commute by active transport was not at all important to 34% of people, and this pattern held regardless of age, income, household type, and area.

- However, a convenient commute via car was not at all important to 18-24 year-olds (35%), young couples (31%), those with preferences for cycling (31%), high-rise apartment occupants (52%), and residents of Waiheke (78%) and Waitemata (43%). Interestingly, 43% of people flatting considered this attribute extremely or very important.
- A convenient public transport commute was not at all important to older couples (31%), people earning above \$150,000 per year (34%), those who

² A map of Auckland's wards is included in Appendix 3.

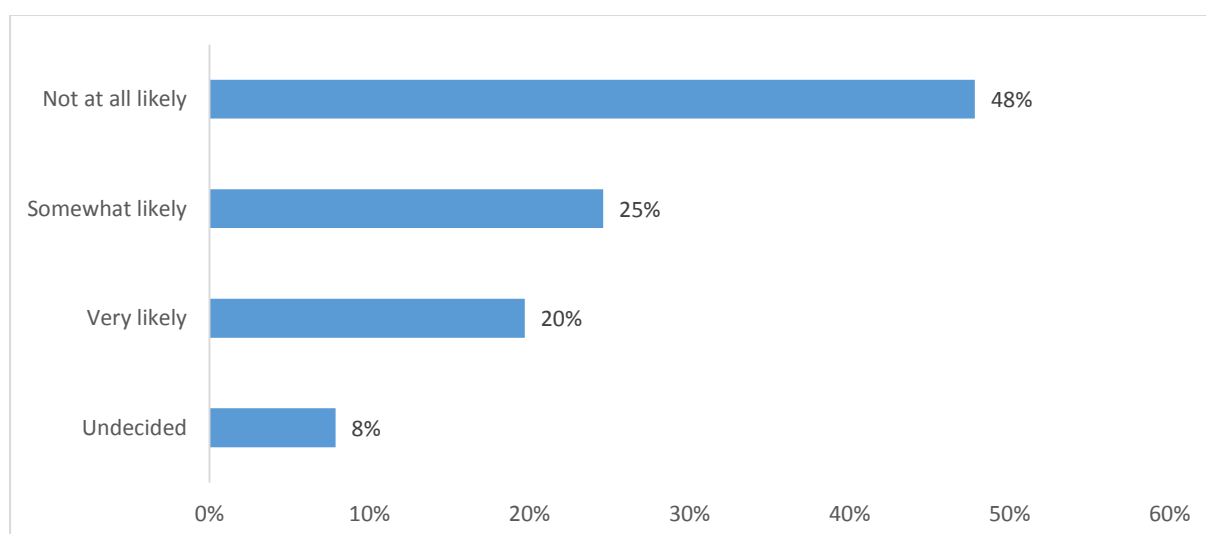
prefer driving (34%), and residents of the Rodney (48%), Manurewa-Papakura (41%), and Franklin (41%) areas. In contrast, this attribute was extremely important to young couples (47%), 18-24 year-olds (32%), and occupants of all housing types except standalones (33%).

- A convenient commute via active transport was not at all important to very low income earners³, those with preferences for driving (50%), standalone house occupants (38%), and older couples (50%). This attribute was extremely or very important to Waitemata residents (58%), young couples (56%), high- and low-rise apartment occupants (62% and 54%), and 18-24 year-olds (58%).
- Similar proportions of the cycling and walking preference groups considered a convenient active transport commute to be extremely important (23% and 21% respectively), very important (both 19%), and not at all important (18% and 22%).

4.2 Stated choices – housing attribute preferences

Q2A. How likely are you to move house within the next 2 years?

Almost half (48%) of the survey respondents were not at all likely to move house within the next 2 years, while another 25% were somewhat likely. Approximately 20% were very likely to move, but as the results to question 68A (satisfaction) suggest, people generally feel very positive about their current places of residence.

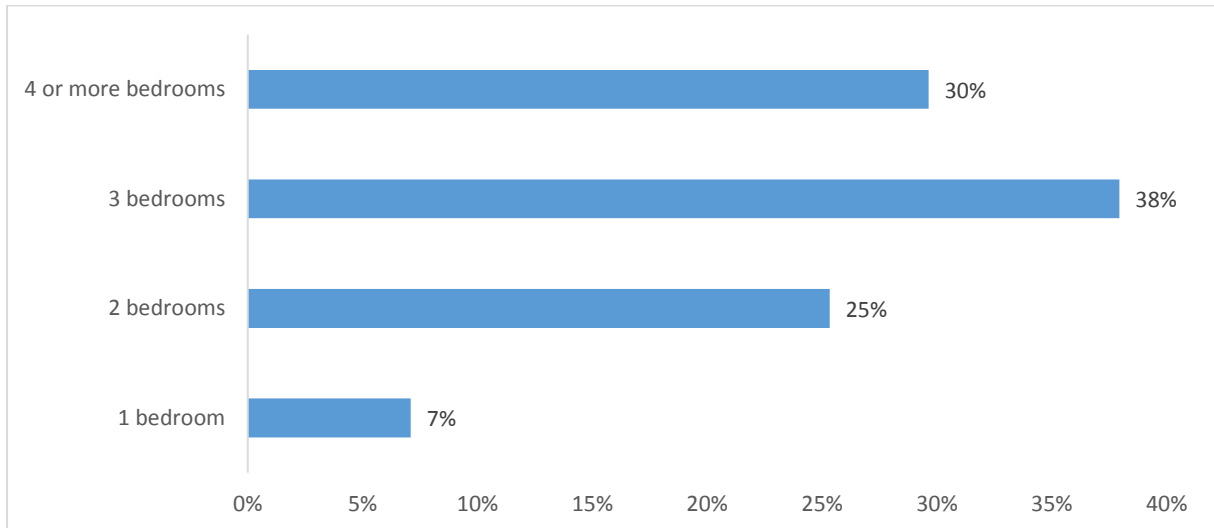


Base: Panellists participating in survey (n=3,285) – weighted data.

³ Less than \$20,000 per year.

Q2B. If you did move house, what size dwelling would you likely move to?

Almost a third (32%) of respondents would move to small dwellings with 1 or 2 bedrooms, 30% would likely move to large dwellings (i.e. 4 or more bedrooms), and 38% would move to 3-bedroom houses.



Base: Panellists participating in survey (n=3,285) – weighted data.

- Looking at age, 51% and 36% of people aged 35-49 would move to houses with 4 or more and 3 bedrooms respectively. 18-24 year-olds (57%) and 70-84 year-olds (53%) would move to a 1 or 2-bedroom dwelling.
- Considering income, 53% of people earning over \$150,000 per year would likely move to a 4 or more bedroom house, while 41% of those in the \$20-30,000 bracket would move to a house with 2 bedrooms.
- A 3-bedroom dwelling was the most common response for older couples, people flatting, and young couples. 41% and 28% of singles would move to 2- and 1-bedroom dwellings respectively, while 49% of families would move to a house with 4 or more bedrooms.
- 40% of high-rise occupants would likely to move to both 1- and 2-bedroom dwellings, and 51% low-rise apartment occupants were likely to move to 2-bedroom dwellings.
- 38% and 30% of people living in the Waiheke and Waitemata areas respectively would likely move to a dwelling with only 2 bedrooms, while 46% of respondents in the Orakei area would likely move to a 4-bedroom dwelling.




Q3A-50A. Now, imagine that you are looking for a new place to live that has 1, 2, 3, or 4 or more bedrooms. The following are possible examples of 1-, 2-, 3-, and 4 or more-bedroom homes in Auckland City.

Homes are available to rent or to own, and prices are shown in market rent per week. (Market rent is defined as what a landlord might expect to receive, and a tenant might expect to pay for a tenancy).

Keep in mind anything not referred to in the question, such as warmth, appliances, square footage, school quality, and safety, is exactly the same between the options presented.

The pictures included with each question are to indicate the type of housing, and are examples only.

The choices presented may not seem ideal to you, but you should indicate your preferred choice in each case anyway.

Standalone house	Townhouse	Apartment
		
Small section	Large section	Porch / balcony
🚶 30 min walk to local town centre 🚗 30 min drive to CBD 🚌 60 min bus to CBD	🚶 5 min walk to local town centre 🚗 5 min drive to CBD 🚌 15 min bus to CBD	🚶 No centres in walking distance 🚗 45 min drive to CBD 🚌 1 hr 15 min bus to CBD
Mix of apartments / townhouses and standalone houses	Primarily standalone houses	Mix of apartments / townhouses and standalone houses
Off street	On street	On street
\$400	\$400	\$300

Example of choice set (No. 9) and 1-bedroom dwelling options (attributes: outdoor space, distance to CBD/town centre, neighbourhood dwellings, parking, and market rent).

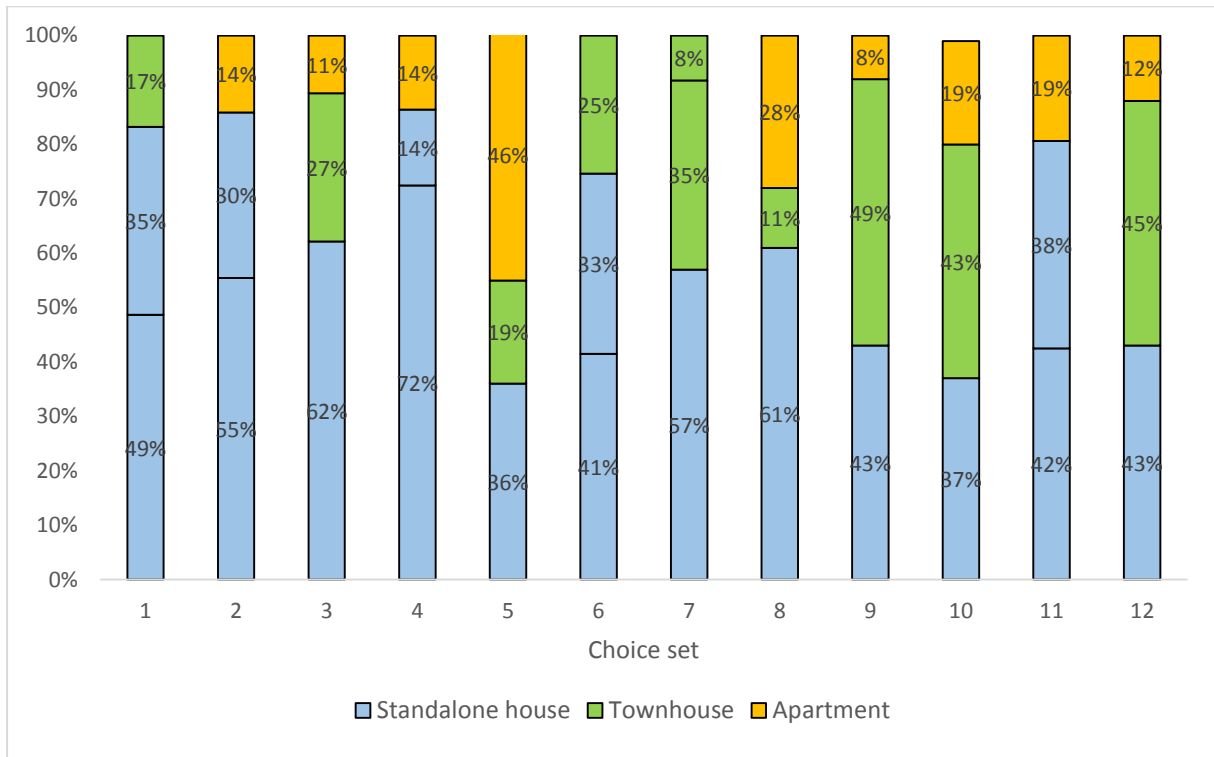
These questions were designed to give a picture of how people traded off different attributes in the decision process (e.g. dwelling size or type against price).

Regardless of house size, standalone houses were the preferred type of house for 8 of the 12 choice sets given in the survey. Townhouses were chosen as the preferred option in another 3 choice sets, while the apartment was only preferred in 1 choice set.

For all but one choice set, transport access was important – the option chosen most was located either very close (5 min walk to town centre and 5 min drive/15 min bus to CBD) or fairly close (10 min walk to town centre and 15 min drive/30 min bus to CBD) to the local town centre and CBD.

Another common feature of the preferred housing choices was some form of parking (on street or off street), but there was no clear preference regarding neighbourhood type and preferred housing prices/rents. These results indicate a strong preference for standalone homes located close to a town centre/CBD (a usually unaffordable combination). However, the preference for parking also suggests that people would

still like to use, or at least have the option to use, a private car, despite the central location of the dwelling.



Base: Panellists participating in survey (n=3,285) – weighted data.

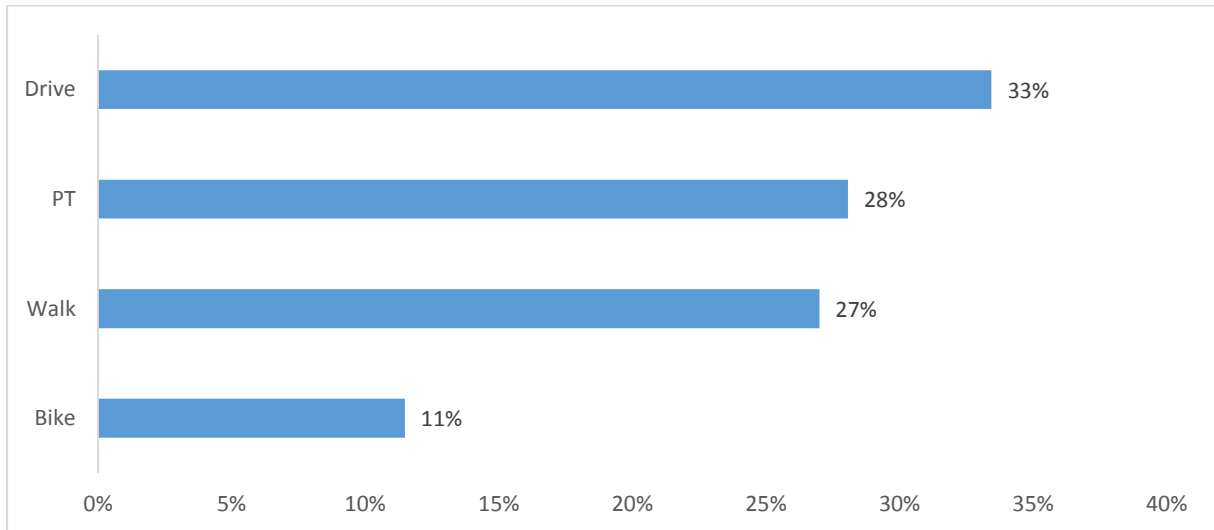
The reason for some choice sets having two sections of the same colour is that these choice sets had two options of the same dwelling type (e.g. choice set 1 had two standalone house options and one townhouse option).

See Appendix 2 for a full explanation of the 12 choice sets provided to panellists. .

4.3 Travel preferences and frequencies

Q54A/55A. Which transport option would you prefer to use most for your commute/daily transport needs (in an ideal world)?

A third of respondents would prefer to drive (33%) while public transport (28%) and walking (27%) were the preferred modes of transport for just over a quarter of respondents each. Cycling was the least preferred travel mode (11%).

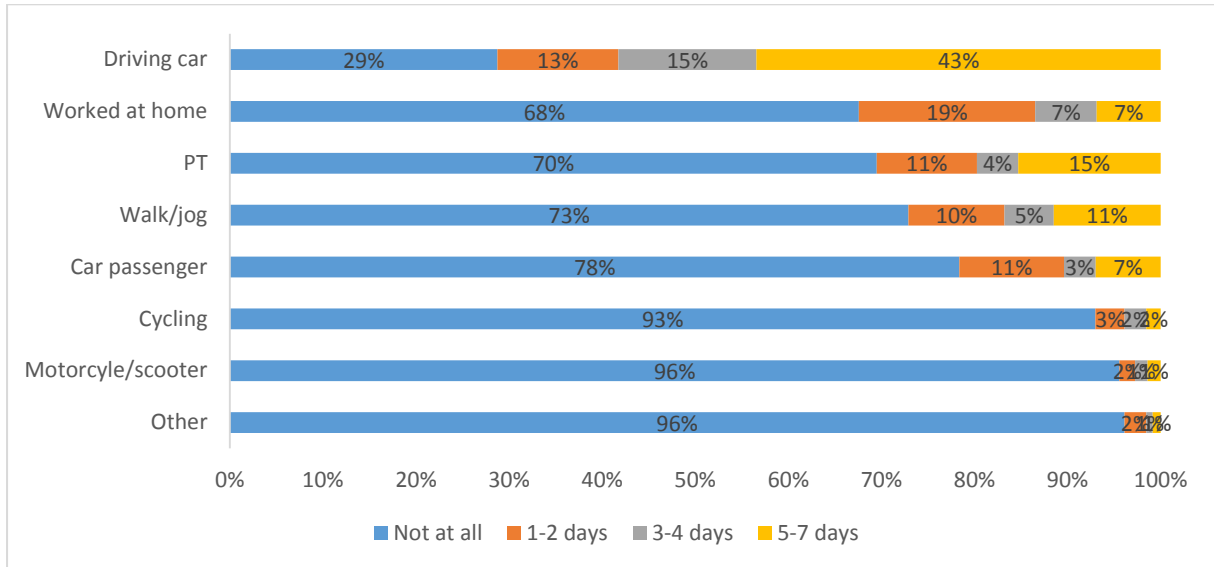


Base: Panellists participating in survey (n=3,285) – weighted data.

- Women showed a slightly stronger preference for walking compared to men (31% vs 22%).
- People over the age of 35 generally prefer driving, but walking is the most preferred travel mode for both the 18-24 (50%) and 25-34 (31%) groups. Public transport is also preferred to driving for these younger age groups (15% and 29% respectively), while preferences for active transport (walking and cycling) increase until the 35-49 group and then decline as age increases.
- For most income brackets driving is the preferred mode of transport. However, public transport is the most preferred mode of transport for the \$50,001-\$60,000 group (33% vs 28% for driving) and \$60,001-\$70,000 group (35% vs 30%), while walking is slightly preferred to driving in both the \$20,001-\$30,000 (32% vs 31%) and \$40,001-\$50,000 (35% vs 33%) brackets.
- Older couples and families prefer driving (46% and 32%) over public transport and walking. In contrast, the most preferred options for singles and young couples were public transport (36%) and walking (40%) respectively.
- Over a third of standalone house (36%) and townhouse (34%) occupants prefer driving, but walking is the most preferred travel option for occupants of both high- (42%) and low-rise apartments (38%).
- Driving is the preferred travel mode for Albany, Howick, Manukau, Manurewa-Papakura, Maungakiekie-Tamaki, and Whau. However, both walking and public transport are preferred over driving in Albert-Eden-Roskill, North Shore, Orakei, Rodney, Waiheke, and Waitemata. Waitemata (44%), Orakei (41%), and Waiheke (41%) showed particularly strong preferences for walking.

Q59A (i-viii). In the last 7 days, how often did you use each of the following travel methods to commute to work?

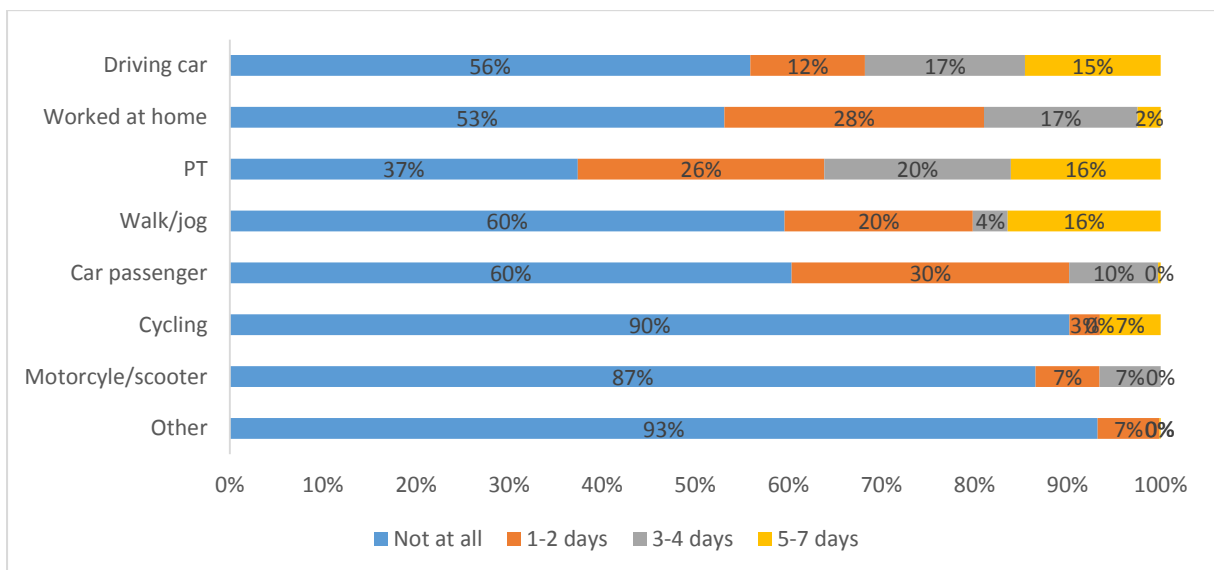
Driving a private car was by far the most common travel mode used for commuting to work, with 43% of commuters who drove doing so on between 5-7 days, and another 15% driving 3-4 days in the last 7. Aside from working at home, the next most frequently used travel mode was public transport, although this was only used at least once per week by 30% of respondents.



Base: Panellists participating in survey who work and responded (n=2,034) – weighted data.

Q60A (i-viii). In the last 7 days, how often did you use each of the following travel methods to commute to study?

Looking at those studying, public transport was the most common form of transport used for commuting to study, with 62% of those doing so at least once over the last week and 36% using public transport 3 or more times). 44% of respondents drove to study at least once per week, while walking/jogging and car passenger modes were used at least once by 40% of respondents.



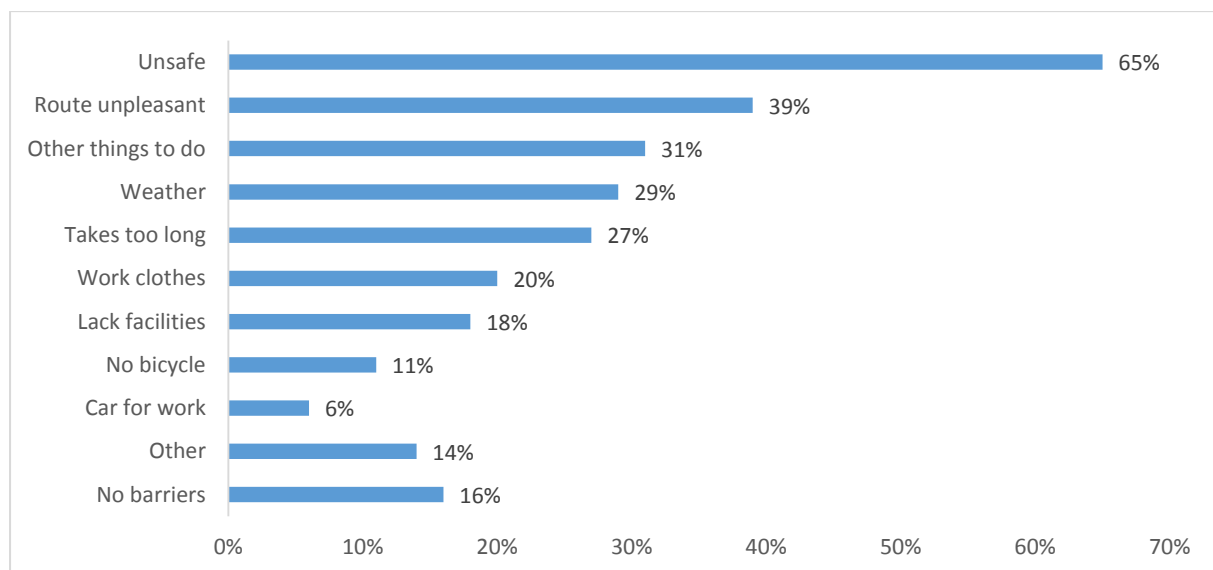
Base: Panellists participating in survey who study and responded (n=54) – weighted data.

4.4 Barriers to cycling, walking, and public transport

For questions 56A, 57A, and 58A, a very high number of people gave no response (90%, 82%, and 84% respectively). We analyse below only the responses of those people who said they would bike/walk/take public transport to work/study every day.

Q56A. Does anything keep you from cycling to work/study regularly? You may select as many as you wish.

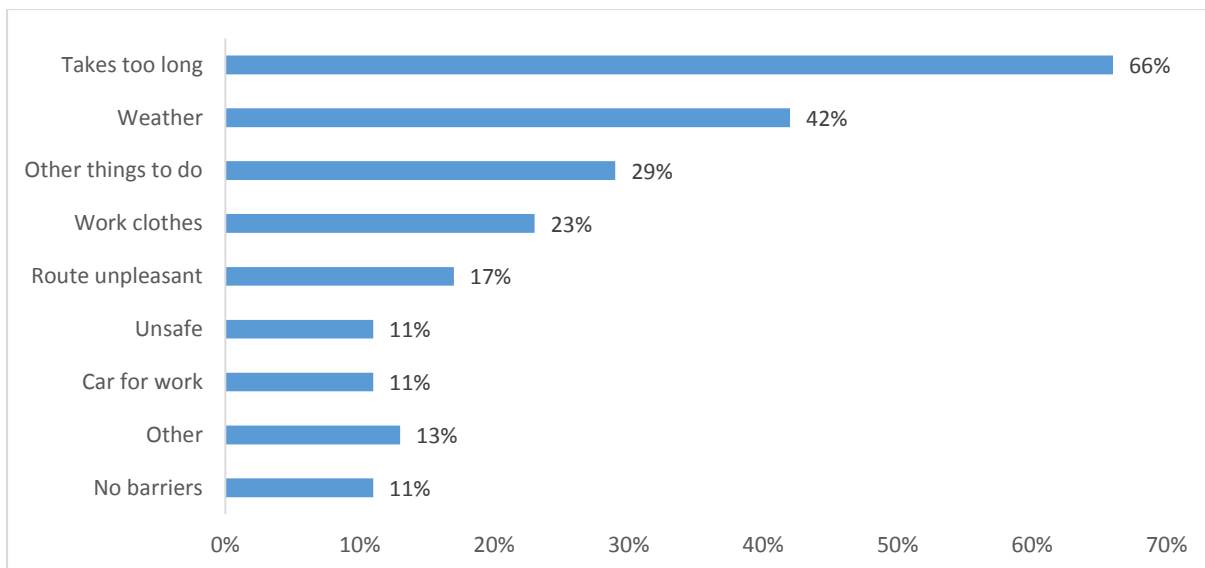
Of people working and students who selected for transport 'if I could, I would bike to work /study every day,' the most common barrier to cycling was a perceived lack of safety (65%), while unpleasant routes (e.g. steep hills) (39%), other things to do (31%), weather (29%), and long journey times (27%) were the other most important barriers. 16% said there were no barriers to cycling, but there was a wider range of barriers to cycling given compared to barriers to walking and public transport.



Base: Panellists who, if they could, would bike to work or study every day (n=327) – weighted data.

Q57A. Does anything keep you from walking to work/study regularly? You may select as many as you wish.

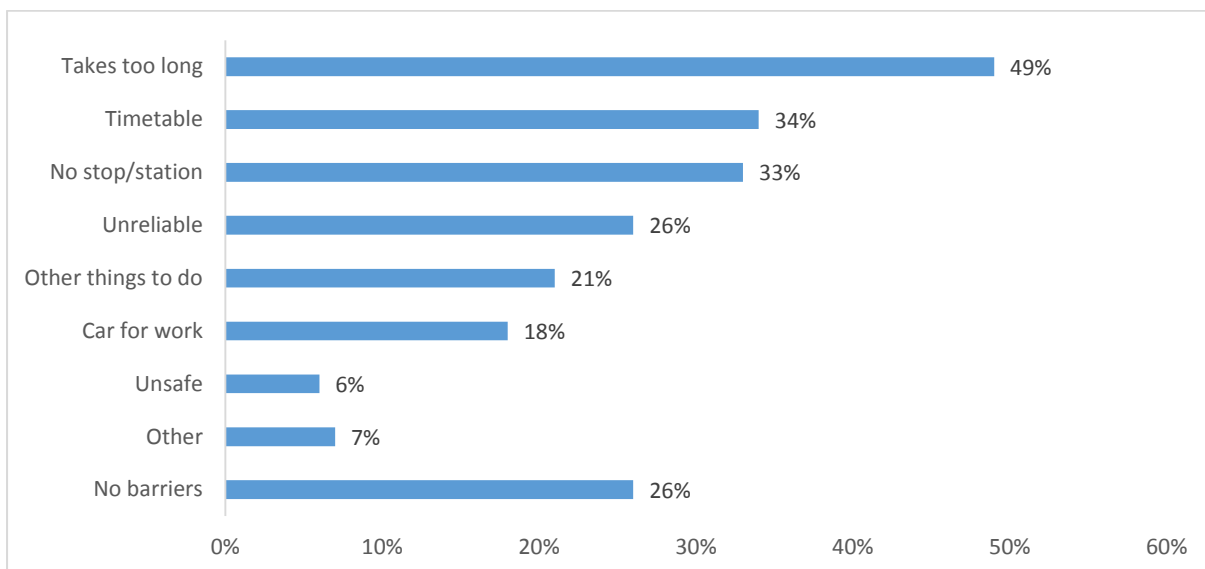
Of people working and students who selected for transport 'if I could, I would walk to work /study every day,' 'takes too long' was by far the most commonly given barrier to walking (66%), with weather (42%), other things to do (29%), and 'work clothes' (i.e. having an appropriate appearance at work) (23%) also being identified as significant barriers. 11% of participants who responded to this question did not perceive any barriers to walking.



Base: Panellists who, if they could, would walk to work or study every day (n=578) – weighted data.

Q58A. Does anything keep you from taking public transport to work/study regularly? You may select as many as you wish.

As with walking, ‘takes too long’ was the barrier most people who selected ‘if I could, I would take public transport to work/study every day’ gave for using public transport (49%). The other most common barriers were an unsuitable or infrequent timetable (34%), no easily accessible stop or station (33%), an unreliable service (22%), and having other things to do (21%). 26% of those who responded said there were no barriers to using public transport.



Base: Panellists who, if they could, would take public transport to work or study every day (n=536) – weighted data.

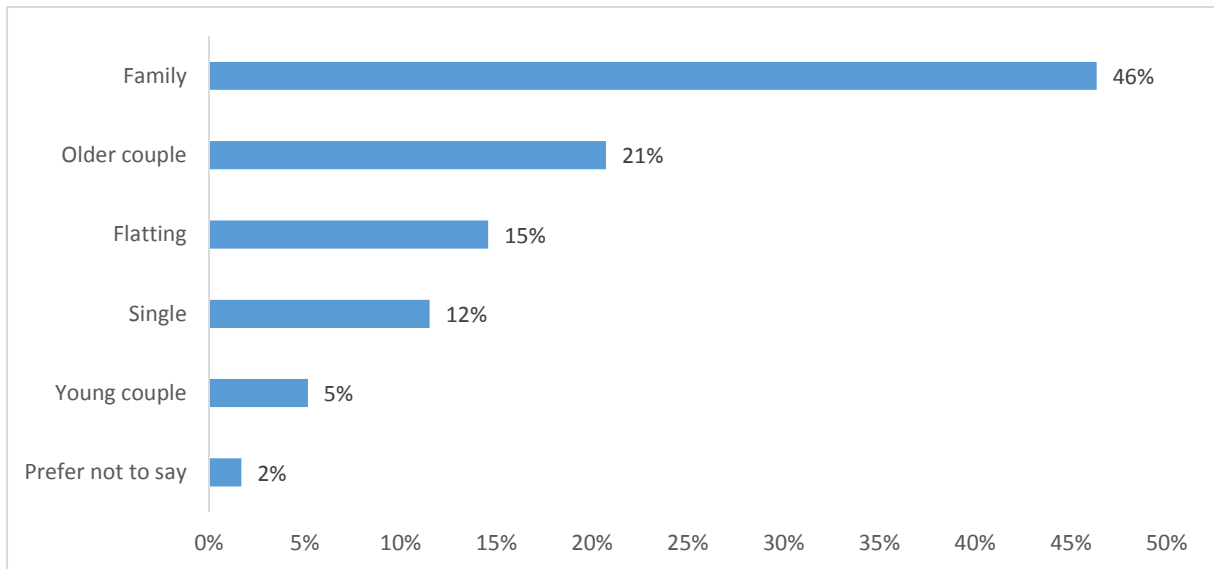
Although not all barriers are comparable between walking, cycling, and public transport, the results suggest that long journey times (‘takes too long’) and busyness (‘other things to do’) were important barriers for each of these travel modes. Weather,

unpleasant routes, and the need to wear appropriate work clothes were common barriers for both walking and cycling.

4.5 Household and dwelling characteristics

Q61A. Which best describes your current household?

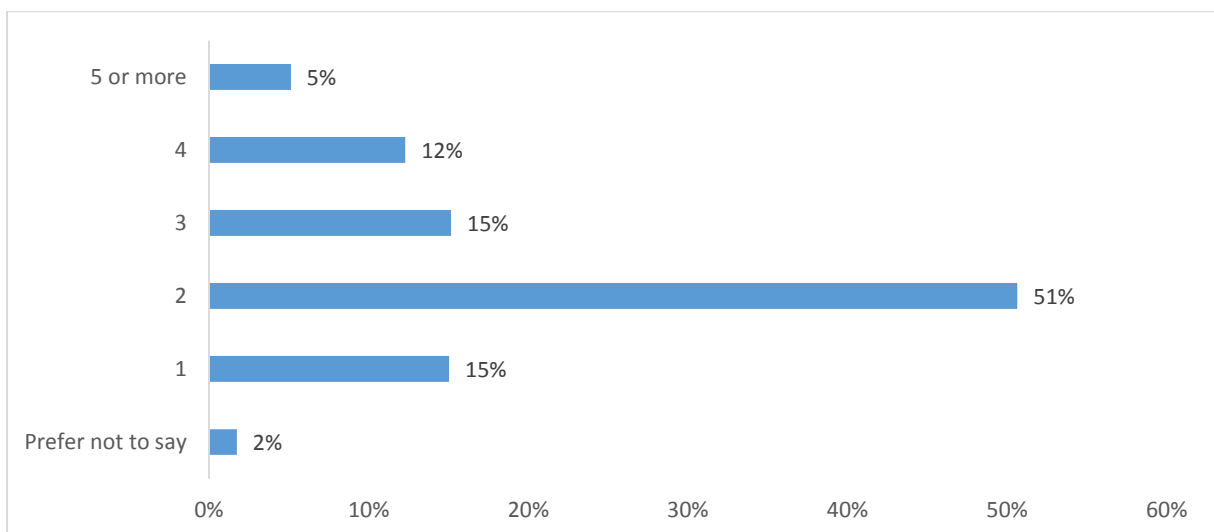
Families (46%) and older couples (21%) were the two most common household types. Another 15% of respondents were flatting and 12% were single.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q61B. Including yourself, how many people in your household are aged 18 years or older? Please do not include anyone who usually lives somewhere else or is just visiting.

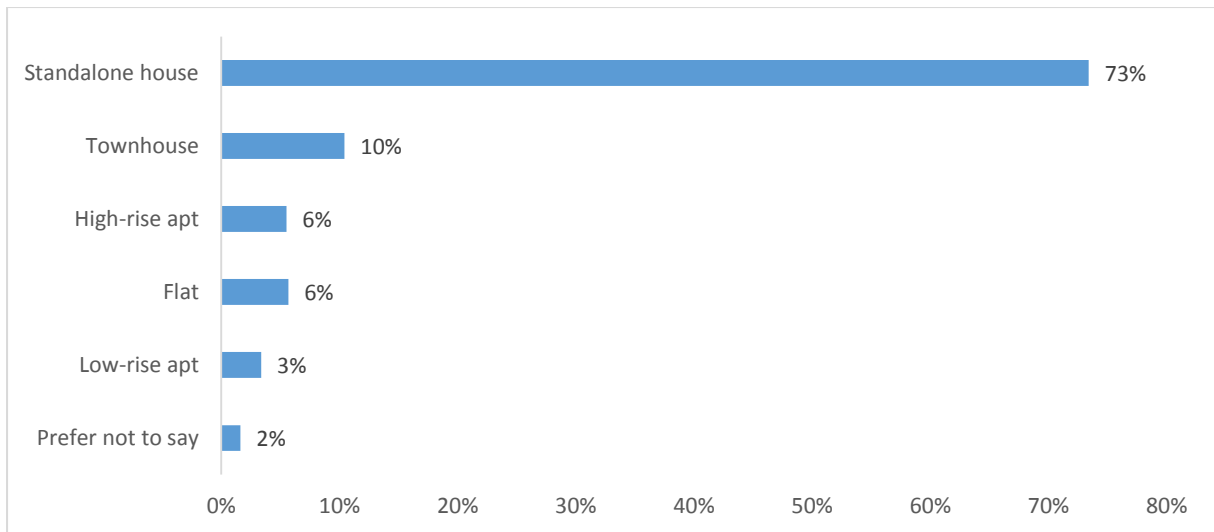
Two-thirds of respondents lived in households with only 1 or 2 people over the age of 18 (66%). Very few (5%) households were occupied by 5 or more people aged 18 years or older.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q62A. What type of dwelling do you live in now?

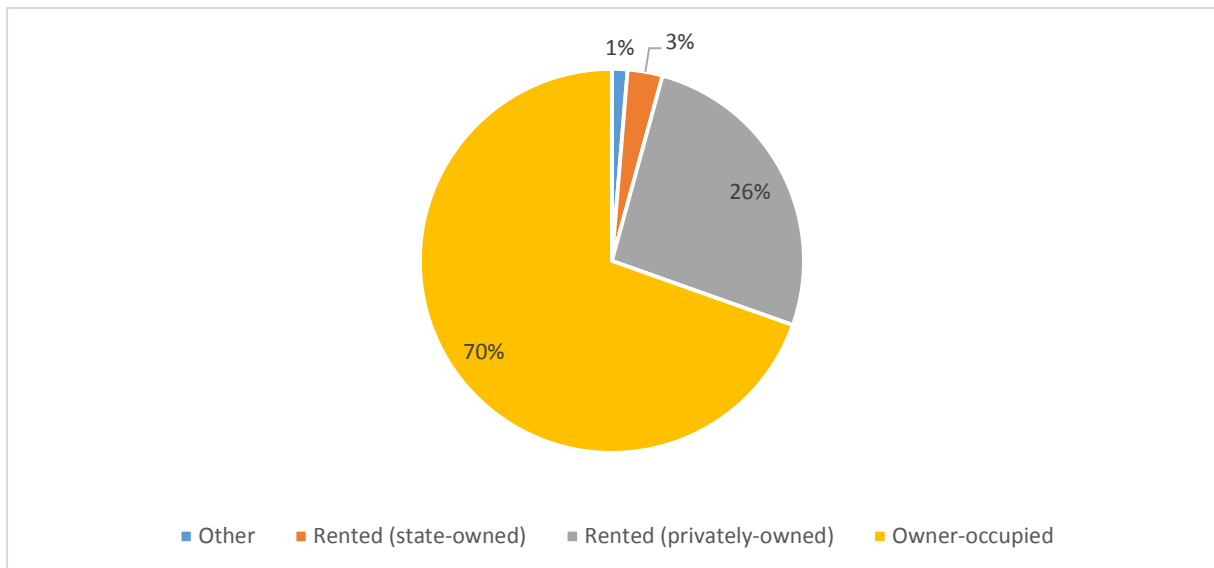
The vast majority of respondents were occupants of standalone houses (73%), while townhouses were the second most common dwelling type (10%). Both high-rise apartments and flats constituted 6% of survey participants.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q63A. Which best describes your current house or flat?

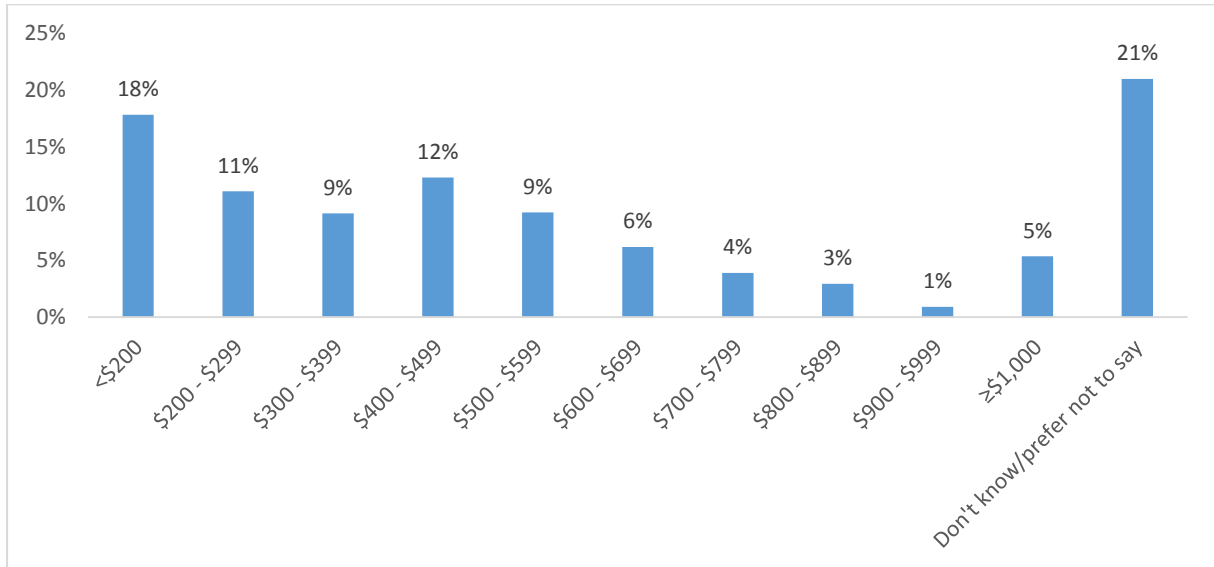
70% of survey participants currently own their house, while another 26% were renting a property which is privately-owned.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q63B. On average, how much does your household spend per week on home ownership costs for the household? *Home ownership costs include mortgage payments, rates, dwelling insurance and maintenance related to your own household.*

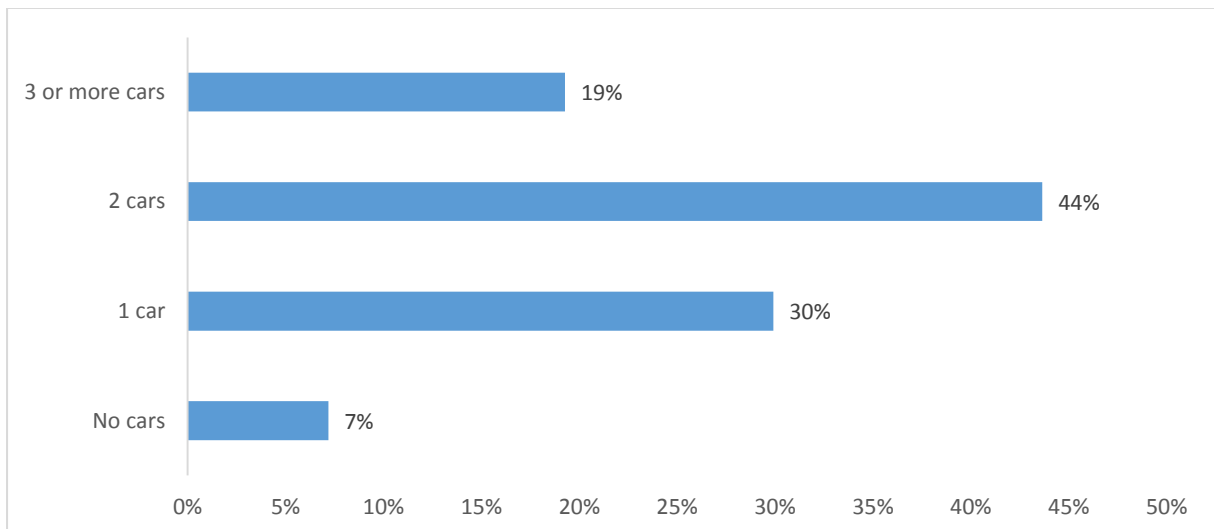
In general, as home ownership costs increased, the share of respondents paying these costs decreased. 18% pay less than \$200 per week and 11% pay \$200-\$299 per week.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q67A. How many motor vehicles are normally available for use by people in your household?

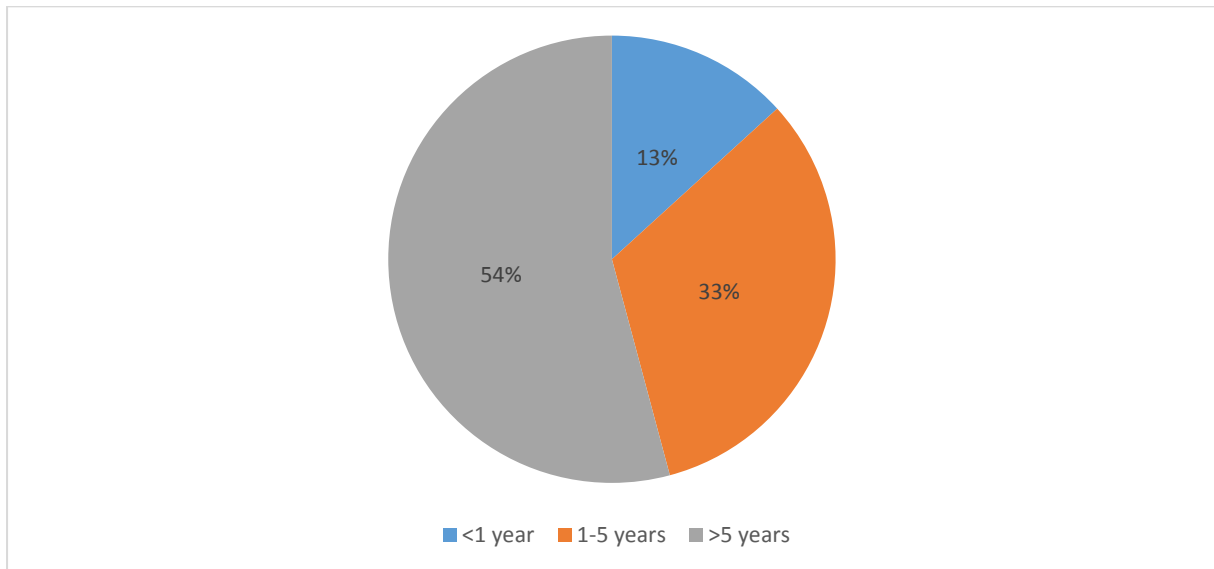
Very few households had no cars available for use (7%), and 63% had access to at least 2 cars. The remaining 30% of households had 1 car.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q67B. How long have you lived at your current residence?

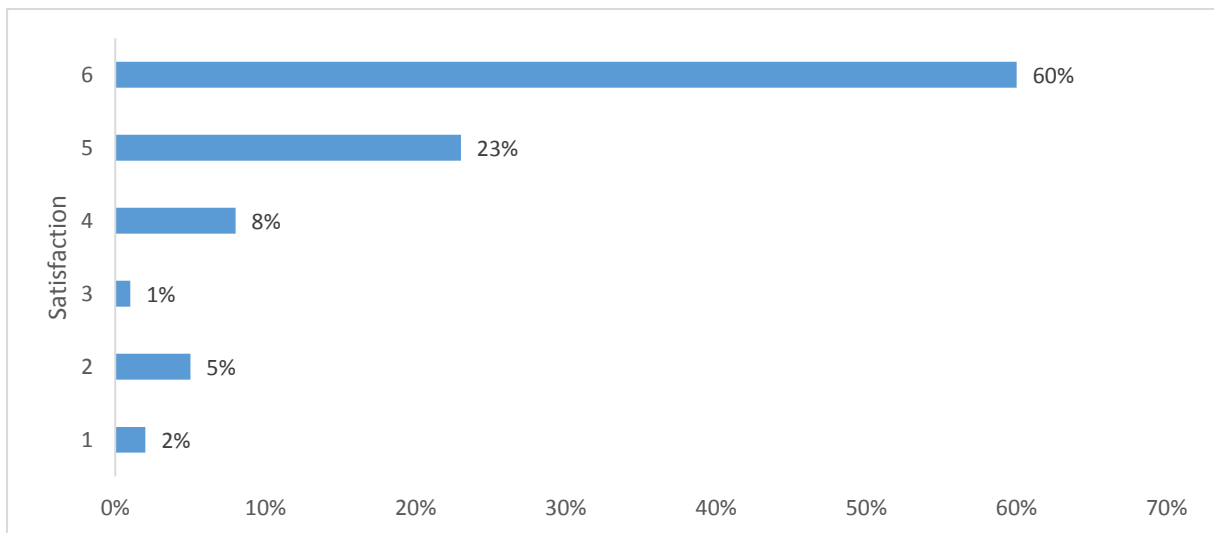
Just over half of the survey participants have lived at their current residence for over 5 years (54%), while 33% have lived at their current residence for between 1-5 years.



Base: Panellists participating in survey (n=3,285) – weighted data.

Q68A. How do you feel about where you are currently living?

The vast majority of survey participants were very satisfied with where they are currently living (83% responded with 5 or 6, on a 6-point scale where 1 was very dissatisfied and 6 was very satisfied).



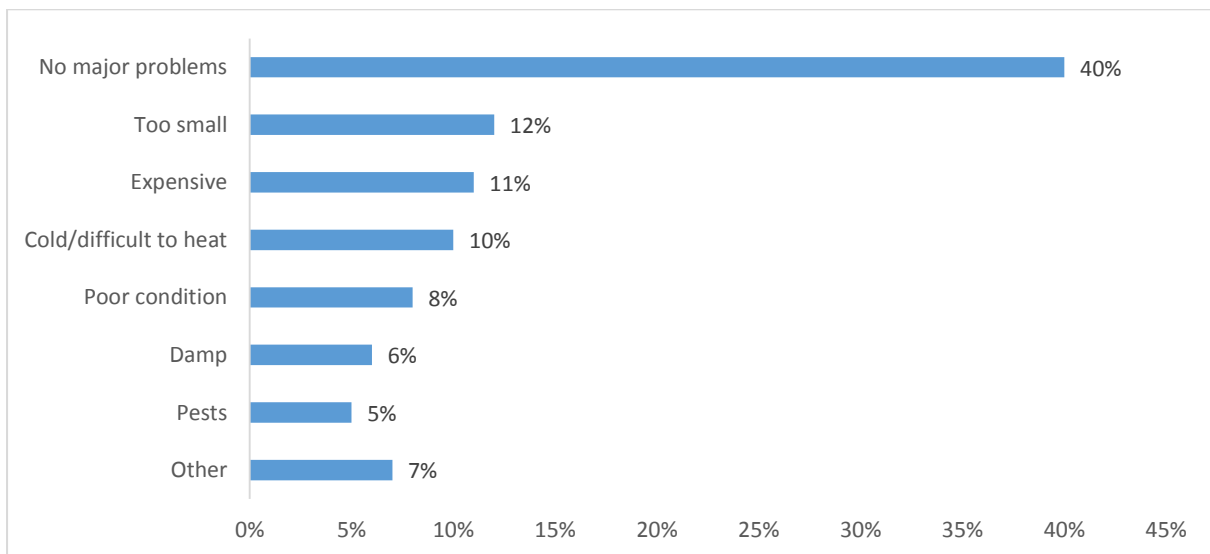
Base: Panellists participating in survey (n=3,285) – weighted data.

4.6 House and neighbourhood problems

Most respondents did not consider there to be any major problems with either housing (40%) or their current neighbourhood (25%), but some problems appeared more often than others.

Q68B. Think about your house/flat. Are any of these things major problems for you? You can select as many as you wish.

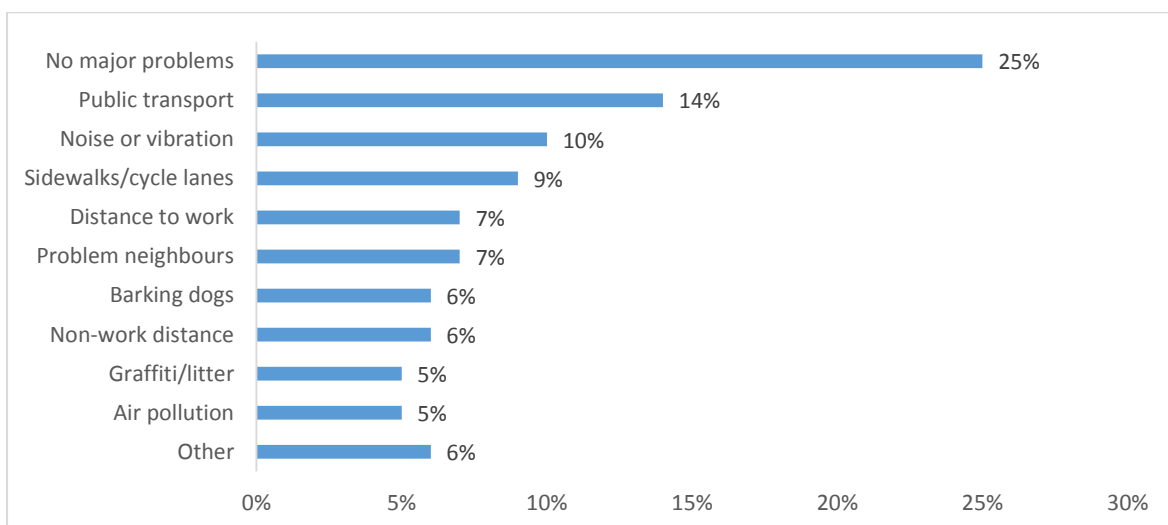
The dwelling being too small (12%), expensive (11%), cold/difficult to heat (10%), and poor condition (8%) were the most common issues given for dwellings. These problems align well with the most important attributes of housing, as identified in question 1A, which notably included safety, affordability, and the ability to sufficiently heat or cool the house.



Base: Panellists participating in survey, multiple responses allowed (n=4,085) – weighted data.

Q68C. Think about your neighbourhood. Are any of these things major problems for you? You can select as many as you wish.

The most common major problems were public transport reliability (14%), noise or vibration (10%), sidewalks/cycle lanes (9%), distance to work (7%), and problem neighbours (7%).



Base: Panellists participating in survey, multiple responses allowed (n=5,143) – weighted data.

5 Appendices

Appendix 1: Respondent Profile

	All respondents n=3285	Unweighted Percentages (%) n=3285	Statistics NZ Percentages (%) 2013 Census
Gender			
Female	1888	57.5%	52.3%
Male	1388	42.3%	47.7%
Other	9	0.3%	
Age			
18-24 years	47	1.4%	14.2%
25-34 years	284	8.6%	18.8%
35-49 years	884	26.9%	28.7%
50-59 years	730	22.2%	16.4%
60-69 years	770	23.4%	11.6%
70-84 years	507	15.4%	8.4%
85 or more years	22	0.7%	1.8%
Prefer not to say	41	1.2%	
Ethnicity			
Asian/Middle Eastern/Latin American/African	189	5.8%	25.2%
NZ European/Pakeha	2616	79.6%	60.5%
Maori	142	4.3%	8.7%
Pacific Islander	63	1.9%	11.5%
Other	25	4.7%	1.2%
Prefer not to say	122	3.7%	-
Region			
Albany	222	6.8%	10.3%
Albert-Eden-Roskill	418	12.7%	10.7%
Franklin	123	3.7%	4.5%
Howick	174	5.3%	9.1%
Manukau	164	5.0%	9.4%
Manurewa-Papakura	147	4.5%	8.4%
Maungakiekie-Tamaki	213	6.5%	5.0%
North Shore	496	15.1%	10.0%
Orakei	210	6.4%	5.8%
Rodney	247	7.5%	3.9%
Waitakere	298	9.1%	10.7%
Waitemata and Gulf	343	10.4%	7.1%
Whau	230	7.0%	5.2%

**The gaps in this table are due to different group specifications between the survey sample and the Statistics New Zealand 2013 census data (e.g. this survey included the age group 35-49, whereas the 2013 Census used 35-44 years).*

Appendix 2: Stated choice experiment options

The housing attributes given in the survey are as follows: house type; section; distance to local town centre and CBD; the style of surrounding dwellings ('mixed neighbourhood' refers to a mixture of standalone houses and apartments/townhouses); parking; and weekly market rent.

Market rent was the only attribute which differed between housing options of different sizes. Rents for 1-, 2-, 3-, and 4 or more bedroom houses are shown in ascending order.

Choice set	Options		
	1	2	3
1	Standalone; large section; 5 min walk to town centre, 5 min drive/15 min bus to CBD; apartments/townhouses; on street parking; \$500/750/1,000/1,250	Standalone; small section; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; mixed neighbourhood; off street parking; \$400/600/800/1,000	Townhouse; no outdoor space; 5 min walk to town centre, 5 min drive/15 min bus to CBD; mixed neighbourhood; no parking; \$500/750/1,000/1,250
2	Standalone; small section; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; standalone houses; on street parking; \$400/600/800/1,000	Apartment; small section; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; mixed neighbourhood; off street parking; \$200/300/400/500	Standalone; porch/balcony; 10 min walk to town centre, 15 min drive/30 min bus to CBD; mixed neighbourhood; on street parking; \$300/450/600/750
3	Apartment; large section; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; apartments/townhouses; off street parking; \$300/450/600/750	Standalone; large section; 10 min walk to town centre, 15 min drive/30 min bus to CBD; standalone houses; off street parking; \$400/600/800/1,000	Townhouse; small section; 5 min walk to town centre, 5 min drive/15 min bus to CBD; mixed neighbourhood; on street parking; \$400/600/800/1,000
4	Apartment; no outdoor space; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; mixed neighbourhood; no parking; \$200/300/400/500	Standalone; porch/balcony; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; apartments/townhouses; on street parking; \$300/450/600/750	Standalone; small section; 5 min walk to town centre, 5 min drive/15 min bus to CBD; apartments/townhouses; off street parking; \$400/600/800/1,000
5	Standalone; small section; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; apartments/townhouses; off street parking; \$500/750/1,000/1,250	Apartment; large section; 10 min walk to town centre, 15 min drive/30 min bus to CBD; mixed neighbourhood; on street parking; \$500/750/1,000/1,250	Townhouse; large section; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; standalone houses; no parking; \$500/750/1,000/1,250

6	Townhouse; no outdoor space; 10 min walk to town centre, 15 min drive/30 min bus to CBD; apartments/townhouses; off street parking; \$500/750/1,000/1,250	Standalone; porch/balcony; 5 min walk to town centre, 5 min drive/15 min bus to CBD; mixed neighbourhood; no parking; \$500/750/1,000/1,250	Standalone; small section; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; standalone houses; on street parking; \$500/750/1,000/1,250
7	Standalone; porch/balcony; 5 min walk to town centre, 5 min drive/15 min bus to CBD; standalone houses; off street parking; \$400/600/800/1,000	Townhouse; no outdoor space; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; apartments/townhouses; on street parking; \$300/450/600/750	Townhouse; large section; 10 min walk to town centre, 15 min drive/30 min bus to CBD; apartments/townhouses; no parking; \$300/450/600/750
8	Apartment; small section; 10 min walk to town centre, 15 min drive/30 min bus to CBD; mixed neighbourhood; no parking; \$300/450/600/750	Standalone; large section; 5 min walk to town centre, 5 min drive/15 min bus to CBD; mixed neighbourhood; off street parking; \$500/750/1,000/1,250	Townhouse; no outdoor space; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; apartments/townhouses; on street parking; \$200/300/400/500
9	Standalone; small section; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; mixed neighbourhood; off street parking; \$400/600/800/1,000	Townhouse; large section; 5 min walk to town centre, 5 min drive/15 min bus to CBD; standalone houses; on street parking; \$400/600/800/1,000	Apartment; porch/balcony; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; mixed neighbourhood; on street parking; \$300/450/600/750
10	Standalone; large section; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; mixed neighbourhood; on street parking; \$200/300/400/500	Townhouse; no outdoor space; 10 min walk to town centre, 15 min drive/30 min bus to CBD; mixed neighbourhood; no parking; \$200/300/400/500	Apartment; porch/balcony; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; apartments/townhouses; off street parking; \$200/300/400/500
11	Standalone; small section; 5 min walk to town centre, 5 min drive/15 min bus to CBD; apartments/townhouses; no parking; \$200/300/400/500	Townhouse; large section; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; mixed neighbourhood; off street parking; \$200/300/400/500	Standalone; large section; 10 min walk to town centre, 15 min drive/30 min bus to CBD; standalone houses; off street parking; \$400/600/800/1,000
12	Townhouse; porch/balcony; 10 min walk to town centre, 15 min drive/30 min bus to CBD; apartments/townhouses; on street parking; \$300/450/600/750	Standalone; small section; 30 min walk to town centre, 30 min drive/1 hr bus to CBD; apartments/townhouses; no parking; \$300/450/600/750	Apartment; no outdoor space; no centres in walking distance, 45 min drive/1 hr 15 min bus to CBD; mixed neighbourhood; off street parking; \$200/300/400/500

Appendix 3: Map of Auckland's 13 Wards and 21 Local Boards

Colours indicate which local boards combine into wards

