

Penlink Tolling public consultation submissions

| # | Submitter | Q1. Do you think the tolling proposal for Penlink is fair and equitable for Penlink users? | Q2. Please tell us why you chose that option in Q1 and any suggestions you would like us to consider before Government makes its decision on tolling Penlink. |
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| 1 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Makes sense. |
| 2 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Been looking out for the last 25 years. No better options. |
| 3 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am concerned that Penlink will increase traffic and VKTs which is a problem with the realities of climate change. If it goes ahead tolling will at least provide some form of mitigation. |
| 4 | Individual | No, not for this new road. | Public have waited far too long for this road. Most people using the road at peak time will have to commute a long distance and will already be paying the increased Auckland fuel taxes. The road is only 2 lanes, not 4 as was public preference and we shouldn't have to pay for further upgrades and maintenance because AT chose not to go with 4 lanes in the first instance. |
| 5 | Individual | No, I do not support the tolling of any new roads. | |
| 6 | Individual | No, I do not support the tolling of any new roads. | The cost for one way from Whangaparāoia is way too high. I'd suggest a flat rate of \$2 per trip similar to the toll applied to use the northern tunnels. |
| 7 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Yes to variable tolling; but please consider a designated bus lane on Penlink. |
| 8 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road is completely unnecessary and makes a mockery of Aotearoa's climate change obligations. The least you can do is charge the \$%#@# out of anybody dumb enough to drive along it. |
| 9 | Individual | No, not for this new road. | Because we pay enough tax in income and fuel etc. also paying for government and council's lack of planning and implementation is just ridiculous. |
| 10 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 11 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I like the options. |
| 12 | Individual | Yes, but I suggest some changes. | It's too expensive for everyday commuters. |
| 13 | Individual | No, not for this new road. | There is a great deal more housing now and proposed, in the Whangaparāoia corridor than in the last tolling proposal, so I would happily agree to tolling only if it is constructed for 4 lanes from the start. |
| 14 | Individual | No, not for this new road. | I think the toll prices are too high if you want to get road users to use it. Particularly high for commercial users. After all it's only 7 kms long. Even having a shared cycle way pedestrian path seems wrong as there are no footpath/cycleway paths on East Coast Rd. From a safety point of view seems useless having this option. |
| 15 | Individual | No, I do not support the tolling of any new roads. | I am already paying Regional fuel tax - not interested in paying any more and for a single lane in and out? no way. |
| 16 | Individual | No, not for this new road. | This has been in the pipeline for over 30 years. In that time the amount of cars travelling between the Coast and SH1 has increased which means AT would have accumulated more revenue Auckland petrol tax from the area. Use that for maintenance costs. |
| 17 | Individual | No, not for this new road. | We already have a tolled road in the north of Auckland while the water view tunnel was free. We also pay a regional fuel tax for tolling developments so this is just increasing the cost of living further. |
| 18 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This is a new an expensive road that needs on-going funding. Alternatives are available. A toll to pay for its on-going costs and manage demand makes sense. |
| 19 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because I heard that without tolling eventually the traffic will be bad anyway. |
| 20 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 21 | Individual | No, not for this new road. | Tolling a road that has already been approved and is needed for the growth of the area isn't viable. It is unfair on the residents to have them pay to use a road that is needed to remedy a traffic issue on the existing network, especially when they are already paying more on fuel to fund these projects around AKL. |
| 22 | Individual | No, not for this new road. | tolling should only be for crossing over the river. Stillwater residents having direct access to SH1 and East Coast road should be free as it does not increase traffic by a large amount. |
| 23 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 24 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We must toll: it is the only equitable way to ensure users of environmentally inefficient transport modes pay their share. |
| 25 | Individual | No, I do not support the tolling of any new roads. | Aren't we paying taxes to cover new roads and improve infrastructure? HBC residents and workers have been waiting many, many years for this. It is not our fault the cost has skyrocketed over the number of delays. Asking for toll to cover the cost is insult to injury. |
| 26 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Need Penlink now! |
| 27 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 28 | Individual | No, not for this new road. | The bridge should have been built 30 years ago so no way do I support tolling Penlink. |
| 29 | Individual | No, I do not support the tolling of any new roads. | We pay registration and get taxed. We pay almost 3 dollars for petrol which is mostly tax plus gst on top of tax. |
| 30 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Finance the best possible road options. |

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| 31 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 32 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink is an unnecessary road that serves only a small community for the impact on environment and cost that it will incur. It should not be built or heavily tolled. |
| 33 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 34 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | There are other transport projects more worthy than this eg. Building more cycleways, bus links and railways to encourage active modes so this project should include a toll |
| 35 | Individual | Yes, but I suggest some changes. | I would be happy to pay a toll to use the road, but I do not believe 2 lanes will suffice. I believe the proposed road needs to be at the very least 3 lanes, which would be direction changeable depending on traffic flow. |
| 36 | Individual | Yes, but I suggest some changes. | \$8 per day is far too much. We pay extra fuel tax in Auckland and road user charges for diesel cars. Maximum of \$2 each way. More people will use it and the revenue will increase. Ideally free |
| 37 | Individual | No, I do not support the tolling of any new roads. | The government and NZTA takes enough of our money regularly. |
| 38 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Users of motor vehicles should pay for the infrastructure built for them. |
| 39 | Individual | No, I do not support the tolling of any new roads. | Adding toll will just cause many people to avoid the new road and negate the benefit (environmental etc.) that it is proposed to have. |
| 40 | Individual | No, not for this new road. | The Auckland Northern Tunnel link is already tolled and the only other tolls are in Tauranga. Why are these areas selected rather than making it more across New Zealand? Auckland generates more than enough money to build roads, but this is then given to other regions and Aucklanders in their areas must be tolled. The multiple tolling on the road seems complicated and impacts the people living in the area, it puts additional costs on people who are paying taxes and rates. |
| 41 | Individual | No, not for this new road. | In 2018 the regional fuel tax was introduced to support transport projects that would otherwise be delayed or not funded. Penlink's history and planning dates back to the 1970s yet in the 50 years it has been stalled, delayed and ignored to point where the congestion and lack of access from the peninsula is now prohibiting development and growth in the area. To implement tax on this new portion of motorway, that we have already been paying for in the fuel tax for nearly 4 years already, is at the best double dipping and at its worst tantamount to fraud. Furthermore, this area of Auckland is already dramatically underfunded with no council rubbish collections and no mains water despite having tremendous development potential for additional housing and infrastructure. Surely you should be looking to unlock this area rather than placing unnecessary financial burden via tolls. |
| 42 | Individual | No, not for this new road. | This will become the main road for all Hibiscus Coast residents and those who work here. The ongoing maintenance should have been covered as part of the general tax. Putting multiple tolls on this route is like putting a toll on harbour bridge. Not fair and equitable. |
| 43 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 44 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 45 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because the road was proposed as a toll road and has always been discussed as a toll road. |
| 46 | Individual | No, not for this new road. | We already have taxes built into fuel prices for roads in Auckland. Why should we be paying more? The government continues to allow new consents on the peninsula, surely they need to sort the infrastructure? |
| 47 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 48 | Individual | No, not for this new road. | With the price of petrol, especially on the coast it's seems very excessive to pay \$4 each way. Considering you are only paying \$2.80 to go through Puhoi tunnel. Maybe have the option of buying a monthly pass where it's cheaper and it stays as \$4 each way for one off use. |
| 49 | Individual | Yes, but I suggest some changes. | This is not a state highway used by people from everywhere. Tolling should be used to pay the road off, and finite, therefore should have an end date. |
| 50 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We urgently need to reduce pollution from traffic that is impacting on clean air and human health, and also contributing to our climate emissions. |
| 51 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 52 | Individual | No, not for this new road. | Other new roads have not been tolled so it is unfair to make this a toll road |
| 53 | Individual | Yes, but I suggest some changes. | \$1 for all cars, free for electric cars please. |
| 54 | Individual | Yes, but I suggest some changes. | \$1 for normal car, it should be free for Electric cars |
| 55 | Individual | No, not for this new road. | We pay nz fuel tax, Auckland fuel tax, RUCs, and vehicle licensing already. Also, the Waterview tunnel comparatively cost a lot more to build and maintain so why not toll that instead? |
| 56 | Individual | No, I do not support the tolling of any new roads. | Already paid for in taxes |
| 57 | Individual | No, I do not support the tolling of any new roads. | All the new state highway improvements are not tolled |
| 58 | Individual | No, not for this new road. | This should not be a tolled road because as taxpayers/ratepayers and a taxpayer myself, we have already contributed money towards the penlink and other projects. So why should we pay a toll when we use the Penlink if as taxpayers/ratepayers it's already something we pay for in relation to new roading infrastructure/maintenance of existing roading infrastructure? Just seems like we would be paying over and over again for the same thing which is completely unreasonable |
| 59 | Individual | No, I do not support the tolling of any new roads. | People in Auckland are already struggling to survive with vast inflation and the rising cost of living in Auckland. It is unfair and in no way ethical to charge people to essentially go to work. I am a police officer and have to attend multiple emergency call outs and this could add another \$80-100 as I have to use my personal vehicle to get to the city to attend the call outs. This extra would be on top of already high gas prices which are well above the rest of the country. Aucklanders need help and the council are doing nothing to help when they are supposed to be there to talk on behalf of the people, yet all they seem to care about is how to make our lives worse. |
| 60 | Individual | Yes, but I suggest some changes. | Toll road only if four lanes, and no toll to access future urban/east coast road/Weiti precinct unless Wilks road ramp is installed beforehand. |
| 61 | Individual | Yes, but I suggest some changes. | Make it 4 lanes. 2 is not enough. And reduce the toll. 8 dollars per day is horrendous. |
| 62 | Individual | I am unsure. | |

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| 63 | Individual | No, not for this new road. | It is unfair to toll the quicker route |
| 64 | Individual | No, not for this new road. | Tolling this road will only discriminate against those who already live week to week, pay check to pay check. It may not make a difference to the wealthy who use it but it will for everyday kiwis. This will only make their life harder again by having to take the longer way around to avoid the Toll or will cost them more in fuel, when if the road was free it would have been a fuel saving for them. The road is being paid for by the Government out of public money already. There is already road, fuel and other taxes we pay for that can be used for maintenance and operation costs of the roads. This should be treated no differently than any other part of the motorway. This just smells of greed from Waka Kotahi... This road should be free. |
| 65 | Individual | No, not for this new road. | This road is 20 years overdue and needed more than ever because of all the development surrounding Silverdale. How is it fair that people on the peninsula that are now gridlocked in through poor town planning are now expected to pay to get off the peninsula in a respectable time which should be and was previously their free right? |
| 66 | Individual | No, not for this new road. | How long will it be tolled for??? Seems like these roads just have an indefinite timeframe on tolling (cite Puhoi tunnel). Surely we (local users) should not have two toll roads in such close proximity? If tolling, commit to a timeframe/cost, then stick to it. |
| 67 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Priority should be given to public transport use on the route, so I think tolling is wise to manage private vehicle demand. It would be ideal to see a new Park and Ride bus station added at the Whangaparāoa end of the route. I hope that adequate consideration has been given to the intersection at the Whangaparāoa end of the route where it appears to terminate near the New World supermarket, as traffic there is already pretty bad. |
| 68 | Individual | No, I do not support the tolling of any new roads. | |
| 69 | Individual | No, not for this new road. | Because there is no viable alternative to get in and out of Whangaparāoa |
| 70 | Individual | No, not for this new road. | We pay our taxes for these developments - it should not be tolled. Other roads in Auckland that cost more were not tolled, it is not fair to toll this one. |
| 71 | Individual | No, I do not support the tolling of any new roads. | There are taxes being paid by NZers to pay for roads and upkeep |
| 72 | Individual | Yes, but I suggest some changes. | Without a doubt this should be 4 lanes. Two to open immediately and two clipons 4 lanes which are 3 in peak hour traffic The cost should be \$2 each way this needs to be affordable for every day life. This is a road that will be often used to get to work it makes sense to make it affordable for everyone |
| 73 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Fair for the rest of nzers |
| 74 | Individual | I am unsure. | If tolling is necessary there should be some benefit for residents who use the road regularly by suggesting e.g. monthly toll pass etc |
| 75 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's a disaster trying to get in and out of the peninsula and its got to the point where residents will take anything |
| 76 | Individual | No, not for this new road. | Why should users of the road pay for easing congestion upstream (Milldale, Millwater, Orewa)? Why is the toll almost twice the price (at peak) of any other toll road in NZ? Why on earth is this being built as a two lane (as opposed to four lane) road? How is this road any different to the thousands of others around the country? Why should residents be any more liable for tolling here than elsewhere? |
| 77 | Individual | No, not for this new road. | This pathetic 2-lane road will be constantly congested during peak hours due to incidents, accidents, slow vehicles, slow drivers, road maintenance, weather condition and so on. Even trying to toll it is unthinkable! |
| 78 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Works well for Johnson tunnels and is a small cost to provide a better standard of road and better maintenance |
| 79 | Individual | Yes, but I suggest some changes. | Toll this road until it has been paid for and REMOVE the toll on the northern tunnel road. It's state highway 1 for God's sake! |
| 80 | Individual | No, not for this new road. | Roads should be paid for by the taxes already paid for (by way of petrol etc) Do not suggest further taxes/tolls for using a public road. It is being built to ease the congestion along Whangaparāoa road and to service the increasing number of houses being built on the peninsula, and to enable further development of the area. |
| 81 | Individual | No, not for this new road. | This road has been pushed back for years and with the new housing developments on the coast traffic is getting worse and more dangerous so I think this road should be free for residents to use. |
| 82 | Individual | No, I do not support the tolling of any new roads. | I pay enough tax towards road improvements that it doesn't feel necessary to add extra tolls. |
| 83 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 84 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We needed to get this Penlink built 20 years ago. If tolling helps to get it started now then I'm all for it. |
| 85 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The user should pay. |
| 86 | Individual | No, I do not support the tolling of any new roads. | The government usually only charges for major new roads eg the tunnel road Silverdale to Puhoi so there is no logical reason to charge for this road. If it was tolled less people would use it which defeats the purpose of tolling it. |
| 87 | Individual | Yes, but I suggest some changes. | Cheaper off peak tolling. Additionally, the secondary routes that currently existing are still well maintained and offer an equitable alternative for those that do not wish to pay. |
| 88 | Individual | No, not for this new road. | Penlink is not a must use road, the toll fee will decrease the usage of the road. It's not fair you don't charge toll fee for Waterview tunnel but Penlink. |
| 89 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 90 | Individual | No, not for this new road. | I don't think it should be tolled as it is only a short strip of road. The noise pollution it will create in & around Stillwater village will be very annoying! |
| 91 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 92 | Individual | No, not for this new road. | It has taken too long for this road to be built and has been relegated for so many years. Is not fair to expect users to pay at this point. |
| 93 | Individual | Yes, but I suggest some changes. | Tolling should be conducted only at peak times, or be variable. Though I believe providing a user pays solution, where the users can help fund partially not fully the cost of the road is right in this situation. Tolling in this situation is also appropriate due to the alternatives that users not wishing to be tolled can take. |
| 94 | Individual | No, not for this new road. | We already have a tolled road in the vicinity. It's unfair to add another. Transmission Gully and other new roads have not been tolled. This will also increase transport costs for local users. |
| 95 | Individual | No, not for this new road. | It isn't connecting to any major part of new zealand, it is only helping residents get home quicker. If it is tolled it won't be used and will only be a waste of taxpayer money |
| 96 | Individual | I am unsure. | What is the cost. People might not use because of weekly cost. Why toll? Do we not pay for loading thru taxes? |

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| 97 | Individual | No, I do not support the tolling of any new roads. | I live in Stillwater so why should I have to pay to use a road, that is already causing traffic delays, due to the road being closed on east coast road for work being carried out on the penlink, and the inconvenience to the Stillwater community while it is being built. |
| 98 | Individual | No, not for this new road. | It is ridiculous to construct this much-needed road with only two lanes. I have had a complete gutsful of your car hating policies. You are damaging my city with your ideological nonsense. If you are not tolling Transmission Gully you have no business tolling Penlink. Stop wasting our money on your excessive lowering speed limits propaganda and build the roads we need. Same goes for your walking and cycling emphasis which has no cost benefit whatsoever. |
| 99 | Individual | No, I do not support the tolling of any new roads. | Completely unreasonable to be tolled for this road. The tunnel heading out west wasn't tolled. People have been waiting for penlink for years and shouldn't have to pay for it. |
| 100 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is fair, + if there is a mass switch in mode choices the NLTF is going to operate in a very constrained budget with a significant amount of ageing transport infrastructure |
| 101 | Individual | Yes, but I suggest some changes. | It's unfair to the community of Stillwater to be tolled 66% of the exits of their community, as well as the general disruption to their quiet community |
| 102 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 103 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's very convenient for the people who live in Whangaparāoa areas. For those people they only have one route to the highway, which may cause heavy traffic jam during rush hour. If Penlink finish, will be more quick and flexible for the people. |
| 104 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The biggest users would pay more But keep it cheap, as this also benefits Orewa and Silverdale as less cars will be clogging up those roads |
| 105 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am very concerned about the environmental impact of anything that encourages more driving (induced demand!) and believe that more should be done to ensure roading and driving pays the true cost of its effects on the climate. |
| 106 | Individual | No, not for this new road. | You are reasonable for providing the infrastructure to support the huge amount of building you are allowing out here in the HB. We pay rates which in new income to you with all the subdivisions allowed. You have earned millions on the development with "revenue" collection of resource consents, sub division costs, new rates and the increase in Auckland petrol tax increases. You are already tolling the northern motorway and plan to toll further with the motorway to wellsford. This is just wrong. Please note I won't even use the link but will benefit from less traffic on Silverdale!! You are creating the problems. Deal with them in your budget and stop "deprioritising" |
| 107 | Individual | Yes, but I suggest some changes. | It should have direct regular bus options to help reduce road use. Tolling is a double edge knife as it requires lots of vehicle use to raise the funds for maintenance. If any lanes are out of use for any reason the toll fee should be less or waived. |
| 108 | Individual | No, I do not support the tolling of any new roads. | Pay huge tax and mileage already - public transport options limited this direction so only option is to drive - unfair to toll in this case |
| 109 | Individual | Yes, but I suggest some changes. | Should be 4 lanes |
| 110 | Individual | No, I do not support the tolling of any new roads. | Because the gov't has proven its abuse, mis allocation of taxpayer dollars on infrastructure. Take it from the salaries of those private contracts you're getting rich with and stop penalising the average Joes. |
| 111 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Beneficial in general. |
| 112 | Individual | Yes, but I suggest some changes. | I support charging cars to use the toll road but I think the road needs to include a bus priority lane, perhaps some form of Transit lane that doesn't impact bus reliability |
| 113 | Individual | Yes, but I suggest some changes. | There should only be 1 toll for the road rather than multiple |
| 114 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 115 | Individual | No, not for this new road. | The main purpose of Penlink is to relieve pressure off the Silverdale Interchange. Tolling Penlink will discourage commuters travelling between Whangaparāoa and SH 1 to use Penlink. This will not significantly reduce traffic traveling through the Silverdale Interchange. |
| 116 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because I want it built asap |
| 117 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 118 | Individual | Yes, but I suggest some changes. | In the original proposal people in Stillwater were supposed to have free access to compensate for noise and pollution. The last statement in the YouTube video explaining the tolls states the bridge is going to improve nature....well it's just going to ruin ours and change a close-knit one of a kind community into just another Auckland suburb. |
| 119 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just bloody get on with it, we are all sick and tired of waiting for hours in traffic to get to the coast. The Penlink was talked about 20 years ago and you still can't decide if it should be tolled or not? |
| 120 | Individual | No, not for this new road. | It will deter motorists from using the road. It should also be a 4 lane highway |
| 121 | Individual | No, not for this new road. | Those living in Auckland already pay extra road tax in our petrol. NZTA should use this money for operational and maintenance. The proposed toll of \$4 each way is exuberant and I oppose this. New developments in the northern area such as Milldale and Millwater have put pressure on the motorway. Part of the new development costs needs to be allocated to infrastructure such as adequate roading. This would cover ongoing maintenance. It disadvantages the locals living up the Peninsula who have been battling long queues which are getting worse, and should not be charged to use the new road which we have been waiting years for. |
| 122 | Individual | No, not for this new road. | This road has been paid for many times over by taxes including fuel tax. There is absolutely no requirement to single out Whangaparāoa residents for an extra tax. This government promised no more taxes. If this goes ahead it will prove once again that this promise was a blatant lie. The place to save money is to look closely at Fulton Hogan and where road taxes are wasted in other areas. I am totally opposed to tolls on this type of feeder road. SHs yes maybe. Where is the credit for not using the western end of Whangaparāoa Rd. Maybe we could one day learn that 2 lanes don't work. |
| 123 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road is badly needed, and if tolls are necessary, go for it |
| 124 | Individual | No, I do not support the tolling of any new roads. | We have waited 25 plus years for this link. By not getting on with it the costs have ballooned and bridge has dropped from the necessary 4 lanes to 2 lanes |
| 125 | Individual | No, I do not support the tolling of any new roads. | As Aucklanders we pay an extra fuel tax to cover improvements. We already pay to head north and there is a lot of roading improvements like the tunnel at Waterview and that is not a toll road. |
| 126 | Individual | No, I do not support the tolling of any new roads. | |
| 127 | Individual | No, I do not support the tolling of any new roads. | The toll road for Puhoi tunnels has been in place too long and the revenue gathered far exceeds the cost to implement that stretch of road. Use that money. |
| 128 | Individual | No, I do not support the tolling of any new roads. | Penlink has been in the works for more than 30 years. Tolling us just because we live out on the coast is ridiculous. why aren't there tolls on other new roads? |

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| 129 | Individual | No, I do not support the tolling of any new roads. | All northern roads in Auckland are tolled but yet none of the south Auckland roads are tolled |
| 130 | Individual | No, not for this new road. | 3 toll points on a 7km road is neither practical or cost efficient. It is patently unfair that residents of Whangaparāoa should pay tolls when no such tolls are planned for the new link to the NorthWestern motorway. There are no tolls on the Harbour Bridge or the Greenhithe Bridge |
| 131 | Individual | No, not for this new road. | The government has not maintained infrastructure for the amount of people/cars on the road. Whangaparāoa is no longer a sleepy beach holiday area it is a hustling and bustling town that's bursting at the seams. One road in and one road out is just nonsensical for the amount of housing going on. |
| 132 | Individual | No, not for this new road. | It will make our already expensive commute more expensive. This road should have been in before the population got to where it is. |
| 133 | Individual | No, I do not support the tolling of any new roads. | Why should some government road projects be tolled and others maintained for free? Especially given the outrageously high tax already levied per gallon of gas. However at least gas taxes spread the cost of use across all road users wherever they may drive, independent of when their infrastructure was constructed, based on their usage of roads. Compare that with targeting certain people to pay for certain roads and thereby giving others more of a free ride because the toll road user pays both tolls and gas tax to use a particular road. Also it will force people to choose to consume greater resources and pollute more by choosing to avoid the more direct route. Also the choice of tolling "new" vs "existing" roads does not have any particular logic. Existing roads cost significant money to maintain too. If pay for use by tolls is the goal, you could eliminate fuel tax and toll all roads. However a fuel tax is more equitable in that it catches all road use and encourages the use of more efficient vehicles. |
| 134 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The new toll road should relieve much of the often appalling traffic congestion between the Silverdale off-ramp and Whangaparāoa Rd; stressful for local residents. |
| 135 | Individual | No, not for this new road. | It would make it too expensive to use. I already pay taxes, rates and petrol taxes. |
| 136 | Individual | No, not for this new road. | There is so much development in this area (the highest anywhere in NZ) that this road should be free to motorists to make it fully used. If this doesn't happen we will still have major traffic delays going forward. |
| 137 | Individual | No, not for this new road. | Daily expenses for commuters. And payment method is very complicated on the website. I would take the old road. |
| 138 | Individual | Yes, but I suggest some changes. | As long as discounts considered for regular usage |
| 139 | Individual | No, I do not support the tolling of any new roads. | New roads are supposed to improve the current transportation crisis so it shouldn't be tolled because it is a necessity, not an add-on. I currently live in Whangaparāoa and work in Auckland CBD. Penlink will make my trip faster to get home so I can do my further studies and take care of my family. |
| 140 | Individual | Yes, but I suggest some changes. | I do not believe that variable tolling is a good idea. It will discourage use of Penlink during peak hours traffic. Building only two lanes is stupid, it will cost more in the long run when you have to widen to four lanes in due course. |
| 141 | Individual | I am unsure. | |
| 142 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 143 | Individual | No, I do not support the tolling of any new roads. | It does seem unreasonable to charge one part of the country for the roads, but not the rest. If Penlink is charged, but is Albany highway not charged? Why not just raise the rego cost to cover this. Otherwise Penlink users are effectively paying twice. Also, money would be saved by not having to run a separate toll system, since the rego system is already in place. |
| 144 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think tolling is an acceptable way of funding and maintaining this new road. |
| 145 | Individual | Yes, but I suggest some changes. | 1. The tolling is far too complex for a short section of road 2. There are too many local connections that will slow down traffic. This compromise between local and motorway is a failure throughout Auckland's motorway network 3. Not enough lanes - future proofing is required 4. Why are toll roads limited to Tauranga and Auckland's north? Politics 5. Why are not the Waikato Expressway and Transmission Gully not tolled? Plenty of alternate routes |
| 146 | Individual | No, not for this new road. | I'm incredulous really that this is being worked out after the fact. It's not clear why one road will be tolled and another not. The beneficiaries of this road are also all the people in Millwater and Orewa who were not here when we all bought a house on the peninsula - so maybe all the Millwater residents should pay a toll to use SH1 motorway to Albany. A proper "willingness to pay analysis" is needed that links tolls to whether a road is built - not this ad hoc after the fact analysis. |
| 147 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it means the Penlink getting put in and getting maintained & better access for the amount of traffic now out here I am all for it! |
| 148 | Individual | Yes, but I suggest some changes. | The objective of Penlink is supposed to be to relieve the Whangaparāoa peninsula and Silverdale. By introducing other access points the road will draw in other traffic and compromise the benefit to the Whangaparāoa users. It is one thing paying what is a heavy toll to join a traffic free road but this will not be the case. We will be paying to join another traffic jam given that this road is only expected to be one lane each way AND there are no proposals to increase capacity between the junction with SH1 and Oteha Valley. It's just a different bottleneck and will only get worse given the disclosed future developments at the intermediate points along the route. It will be a short time before it is clear that the road should have been dual carriageway from the outset. We all know this will not be resolved in the next 30 years and that it will eventually cost the tax payer far more than getting it right first time. |
| 149 | Individual | No, not for this new road. | I think it is unfair that central Auckland projects like the Waterview tunnel and train upgrades come with no extra fees to city dwellers however most new projects to the north are all tolled i.e. the Puhoi tunnel- and that one is a major artery road for all travel north. Central Auckland relies on skilled workers from the outer reaches but expect us to pay unfairly for the commute. I work as a shift worker at Auckland city hospital- I rely on my car because the broken public transport system is not only unaccessible for the time frames I work in but costs a lot more than fuel and parking costs. My taxes and the Auckland fuel tax should cover the expenses related to maintaining this road. |
| 150 | Individual | No, I do not support the tolling of any new roads. | The amount of tax on road related costs is already too high, with the Auckland tax on top of the existing fuel tax and then GST. Let alone licencing a vehicle. |
| 151 | Individual | No, not for this new road. | Please properly upgrade Tapu Road in Huapai. trucks and construction has ruined it for safe walking and biking (Mayor Goff insists).. car traffic is heavy and more construction to be completed.. this is urgent .. PLUS over 15 , SH 16 road lights still not working after 18 months of complaint..? |
| 152 | Individual | No, I do not support the tolling of any new roads. | Question 3 of the survey does not allow sufficient options other than those indicated. I own and live in a home in Whangaparāoa. I do not consider that 'I own property or a business along/near the Penlink route'. (I have to choose an option from the list in Q3) but I can see the benefit of an alternative access to SH1 south to and from Auckland. Responses to Q1 (Q2). Tolling of Penlink is unlikely to meet all criteria of the NZTA three step process for the tolling of public roads in NZ. Shortcomings as detailed herein are as follows: From Step 1: 'More than 10,000 vehicles are likely to travel the road per day.' What is the result of the traffic count for this area currently being undertaken? How much is intra-suburban and not bound for SH1 to Auckland? How will these numbers affect the use of the new Penlink facility? How much use is currently being made of East Coast Road and Dairy Flat Road for access to the North Shore of Auckland by Whangaparāoa residents/businesses? From Step 2: 'Tolling delivers value for money and public good to New Zealanders and Waka Kotahi'. What about the public good of Aucklanders? It is justifiably unfair to levy a toll for the peoples on the Whangaparāoa Peninsula, a suburb of Auckland City. For example, there is no proposal to toll the SH1 Transmission Gully link or SH1 links around Christchurch despite there being significant benefits to the regions while there are still alternative free routes. Both of these examples which connect suburbs of the greater areas together can also be argued about Penlink. |
| 153 | Individual | No, not for this new road. | You either Toll a significant number of roads around the country or none. Why should I have to pay Tolls on this road I use when others don't for the roads they use. |

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| 154 | Individual | No, not for this new road. | This toll is the most expensive in new Zealand and for Stillwater residents goes back on the promise of no toll for them to SH1. |
| 155 | Individual | No, not for this new road. | There would be no other option when forced to drive this Rd.. when accidents happen |
| 156 | Individual | Yes, but I suggest some changes. | Tolling should be dependant on traffic volume, not time of day. Low volumes on Penlink, low toll. High volumes, high toll |
| 157 | Individual | Yes, but I suggest some changes. | Build for the future and allow for growth in the area. Build the road as 4 lanes now, because when it will be duplicated the cost will be far in excess of double the existing cost |
| 158 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolls are a great idea! User pays is fair, plus enables new projects to go ahead. |
| 159 | Individual | No, not for this new road. | I don't have a problem with the Waiwera tunnels being tolled being a main highway and cost can be spread to a wider community. But for a more localised road (where a larger majority of residents at that half of the Whangaparāoa peninsula need to use this stretch twice a day) I believe it would be unfair to charge these residents. I believe the government should be covering the costs. With the population around the Hibiscus Coast increasing so much over the last 5 years plus, then Penlink is very much a vital requirement, opposed to another option. Another reason that the Govt should cover the costs. And to clarify question 3; I live in Red Beach so do not actually live in the affected area, but I will say I experience attempting to get through Silverdale and the traffic is far too clogged up. Plus I have witnessed traffic at a standstill when there is an accident (or roadworks) on Whangaparāoa road. |
| 160 | Individual | No, not for this new road. | It is primarily being constructed to relieve the pressure on the Whangaparāoa-Silverdale roads as there has been big growth in Millwater/Silverdale. The biggest benefit is for Silverdale/Millwater residents. For the last 50 years, it's been a political football, but as growth in the Silverdale, Millwater area is so big, you now want to target Whangaparāoa residents. Pretty poor reaction. You are probably 10 years too late for putting a toll on this road. |
| 161 | Individual | No, I do not support the tolling of any new roads. | Government is tasked with providing infrastructure to meet the needs of the community. If Government departments and agencies stopped wasting their budgets on themselves then there would be enough to pay for and maintain infrastructure. |
| 162 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It has always been proposed as a toll road. There is an alternative route for those who don't want to pay the toll. |
| 163 | Individual | No, not for this new road. | It is just an ordinary one lane in each direction road. It should not be tolled unless a minimum of 2 lanes in each direction. |
| 164 | Individual | No, not for this new road. | It is unfair to toll this new road when you do not toll other new roads that are government funded to build |
| 165 | Individual | Yes, but I suggest some changes. | I would like a guarantee that the money collected in tolls for Penlink all goes to the maintenance for Penlink. Any excess can then be siphoned off to other areas. |
| 166 | Individual | No, not for this new road. | The traffic will remain congested with only two lanes - it is very short sighted - it should be four and include bus lanes. We could learn from our mistakes from the original Harbour Bridge being inadequate. It is cost effective to do it once and right. |
| 167 | Individual | No, I do not support the tolling of any new roads. | Tolls create pathways for the privileged. The objective of Penlink is to improve accessibility and reduce traffic along Whangaparāoa Road. If you force people to use existing roads because tolls are too expensive then the project has failed. Using Penlink will reduce emissions and the carbon savings should be considered as an alternative to tolls. This is a public road, and public roads should never be tolled. Additionally, the tolls suggest that revenue would circa \$10M per annum, that would seem to exceed the maintenance costs. How are the surplus funds treated? There is no accountability for this. |
| 168 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe the proposed toll road should be 4 lane, or at a minimum have provision for easy upgrade to 4 lane. If tolls needed to expedite this work - 4 lanes are a must ! |
| 169 | Individual | No, not for this new road. | This road should be paid for by the taxpayer. It is a vital second route to access Whangaparāoa |
| 170 | Individual | Yes, but I suggest some changes. | Lower toll prices, but I generally support tolling for this road. |
| 171 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling it to cover the cost and maintaining is a good idea. It should be 4 lanes though. |
| 172 | Individual | Yes, but I suggest some changes. | I support tolling but I think \$8 a day for people who have no choice on their work hours is a huge extra expense for a family... families are already under pressure financially in the current economic climate in nz. Petrol is going up, the park and ride is too small, infrastructure on the coast isn't good enough, more and more people are living here and yet the cost of living is rising faster than incomes - water and house rates aren't cheap either and the proposal for the way water will be managed in the future (I forget its name) will likely signal a further increase. Average families are struggling. I don't mind paying when we use it but I'm not one of these gamblers who will need to use it for work so the impact on me is not significant, so I am very unbiased in my opinion. |
| 173 | Individual | Yes, but I suggest some changes. | The proposal for one lane road in each direction is not future proofing for growth or even acknowledging the current roading congestion. Tolling the road is good if this new link road would be double lanes in each direction. |
| 174 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 175 | Individual | Yes, but I suggest some changes. | Toll collection need to be at one point only not as your suggestion of 3 different locations. It needs to be affordable (eg: \$2) |
| 176 | Individual | I am unsure. | The road use will be key to its success but unless any user costs are fair then use will be discouraged. |
| 177 | Individual | No, I do not support the tolling of any new roads. | Pay too much for driving already |
| 178 | Individual | Yes, but I suggest some changes. | Toll road charges should be a flat rate of \$1 at all points for all vehicle classes. It is only 7km, so a vehicle will pay \$6 to travel 14km for a round trip...That is a reasonable figure to pay and also a reasonable figure to receive by NZTA. Keep it fair, you will generate income for years to come, don't divert people away by hiking charges |
| 179 | Individual | Yes, but I suggest some changes. | Concession prices needed. \$4 each way from Whangaparāoa Road to SH1 is too expensive. |
| 180 | Individual | No, I do not support the tolling of any new roads. | We are paying enough taxes, road user charges and also higher fuel prices compared to the rest of the country, to cover road maintenance costs. |
| 181 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 182 | Individual | No, not for this new road. | Rodney residents have waited 15 yrs for this project and shouldn't be penalised. We already have to pay a targeted rate to get any public transport services and a fuel tax.. This money won't go towards any improvements such as a Park n Ride car park building in Albany, and a new road should have low maintenance costs for the initial years if it is surfaced correctly |
| 183 | Individual | No, not for this new road. | It seems unfair that this part of the city is being isolated to pay for new infrastructure. I cannot think of any tolls elsewhere in Auckland that locals have to pay to go to and from work. |
| 184 | Individual | No, not for this new road. | It is not a highway. Locals have been waiting too long for Penlink, why toll it now. There's already a toll highway up to Warkworth. |

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| 185 | Individual | No, I do not support the tolling of any new roads. | I pay my taxes, rates and road user fees to help fund the building and maintenance of road infrastructure across NZ. I object to having to pay again by road tolls when a new road, motorway, or in this case a bridge benefits myself and my local community. If my taxes go up along with everyone else's then we are all sharing the burden and I think that is fairer. |
| 186 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is absolutely fine. Need to rush the construction and complete it as soon as possible. |
| 187 | Individual | No, not for this new road. | It's a short road. Don't spend money on harbour bridge (cyclists) and let Penlink be free of tolling |
| 188 | Individual | No, I do not support the tolling of any new roads. | We pay taxes for roading already. Govt is misusing the taxes if they have run out of income for roading |
| 189 | Individual | No, I do not support the tolling of any new roads. | I think it is a good idea to toll to keep maintenance, though I travel in the peak times as I start work then and finish at the peak times. If I was to use the road to work and back \$8 a day is very expensive, yes there is free routes, but \$8 a day, 5 days a week. That is a high price to take away from a family income |
| 190 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it is fair. Would gladly pay the price for less time spent travelling |
| 191 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is a way to ensure this project can go ahead without just relying on tax. It brings us in line with other countries and ensures major infrastructure projects are built |
| 192 | Individual | No, I do not support the tolling of any new roads. | I pay my taxes and road fees to help build and maintain roading infrastructure across the entire country. I fail to see why I should subsidise/pay extra for all the other motorways/roads/bridges across NZ that are untolled and then have to pay again when there is a useful bridge being built that will benefit my community and I. |
| 193 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 194 | Individual | Yes, but I suggest some changes. | I think it is too dear. Also ECB to SH1 should be free. |
| 195 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe the road should be tolled to support maintenance costs and reduce traffic. |
| 196 | Individual | Yes, but I suggest some changes. | make Penlink four lanes rather than two |
| 197 | Individual | Yes, but I suggest some changes. | The road should not be built. Instead invest in public transport and active transport. If the road ends up being built it should be tolled to reduce traffic. |
| 198 | Individual | No, not for this new road. | The road at only 2 lanes is already obsolete, why do we not build for the future. Clip-ons on harbour bridge & Northern gateway tunnel are very good examples. 4 lane build is needed & less objection to toll payment would be seen. It will never be cheaper to build than now, prices will always increase. The Toll prices you are proposing do not transfer to the cost of the petrol you would otherwise use. Whangaparāoa \$6-\$16 a day is ludicrous. Anything more than \$2 each way is robbery. This is become a road for the rich & limits low income households. |
| 199 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I don't support Penlink as a whole as it doesn't align with our climate change obligations but if it is to go ahead then I'm strongly in favour of tolling the road as it will control the demand/congestion and improve journey times. |
| 200 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I have no confidence in the current government to deliver the proposed road unless it is tolled. |
| 201 | Individual | Yes, but I suggest some changes. | I think there should only be 2 toll booths, at the start and finish of Penlink, and not at Duck Creek Road. How will I know the rate at different times of the day? |
| 202 | Individual | No, not for this new road. | Auckland already pays a premium on their fuel for roading. If this road was built when originally proposed the cost would be half and there wouldn't be the congestion there is now. |
| 203 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | An alternative route is needed to deal with the volume of traffic and has been needed for many years. I support a toll paying road that at least will give an alternative choice. |
| 204 | Individual | No, not for this new road. | This will lessen peoples' usage and if needed it should be minimal |
| 205 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It has always been proposed as a toll road. There will be an NX2 bus option. It only serves 26,000 people currently |
| 206 | Individual | Yes, but I suggest some changes. | The toll should probably be higher. Make sure that traffic levels on the road are monitored and the toll adjusted to maintain free-flowing traffic. Tolling Penlink is the only reasonable option. This has always been planned to be tolled so backtracking on that commitment would be disingenuous at best. I think a lot of people would feel like they had been tricked into supporting something that was promoted as being managed by tolls to reduce the effects of induced demand only to have that pulled out from under them at the last minute. Tolls are essential for the following reasons: Management of use to provide consistent travel times – this will be especially important for freight and buses. Reduce the amount of induced demand caused by this capacity increasing project – it is common knowledge that increasing roading capacity creates induced demand which increases driving, emissions, noise and traffic crash risk. This additional driving spills out beyond the new infrastructure, making congestion worse on the rest of the network. Invariably, Penlink will create more driving and GHG emissions. Tolling during the peak will lessen this impact to some extent. Protecting public transport travel times. The greatest benefit of Penlink will be the improved connection from Whangaparāoa to the Northern Express buses. If the road is not tolled, then it will become a traffic jam, which will make the buses unattractive to potential users. Recovering operating costs – with the NLTP funding becoming more scarce in the future, tolling will be essential to reducing the amount that other residents, especially those who do not drive, will be forced to foot the bill of maintaining car infrastructure. Note, funding car infrastructure through general funds is invariably a subsidy for wealthier people from the pockets of lower-income people and people with disabilities who cannot drive, which is not equitable. Protecting local access - Part of the route is replacing an existing local road. If it is not tolled for through traffic, the local road users may be subjected to new congestion, which is unfair. |
| 207 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | People can choose the new Penlink route or go the old way. As long as both options are available, I support tolls. |
| 208 | Individual | No, not for this new road. | I think it's a vital link between Whangaparāoa and Auckland so should be free |
| 209 | Individual | No, not for this new road. | Because the project has been delayed and delayed, and now it seems like us residents are being held at ransom. The stated reasons do not justify the tolling, and would be counter productive to the entire project, as it would discourage road users from travelling along the most efficient route, and would instead divert traffic across the old route. |
| 210 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just get it built! |
| 211 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need to get this project built NOW traffic from the peninsula is a nightmare! We have lived in Whangaparāoa for over 20 years nothing has been done in all that time! |
| 212 | Individual | Yes, but I suggest some changes. | I understand that tolling is needed to cover maintenance costs, however I don't think there should be tolls for going from Stillwater to the other exits due to the fact that Penlink is already going to cost Stillwater in terms of loss of views, peace and quiet and all of the delays that will be caused by the construction of Penlink. |
| 213 | Individual | No, not for this new road. | Because as an Aucklander i'm already paying an extra 10c tax for roading in my fuel |

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| 214 | Individual | Yes, but I suggest some changes. | The tolling needs to be used to ensure that using the NX2 bus link will be a viable cost-effective option for residents. |
| 215 | Individual | No, not for this new road. | People will not use this new road as users have to pay the toll every time. Hence, they will continue to take the current route and continue to clog the road. The new road will hardly serve the intended purpose if it is a toll road. |
| 216 | Individual | No, I do not support the tolling of any new roads. | I pay taxes to pay for roading construction and ongoing maintenance. Infrastructure ought to be provided and paid for out of taxation. I see no valid argument that supports a move away from that principal to the proposed model. User pays should not be applied to infrastructure matters. |
| 217 | Individual | No, I do not support the tolling of any new roads. | With Auckland Petrol Tax on Petrol, Orewa to Puhoi already tolled since extension was built, and having already paid for Car Registration, Hibiscus Coast Residents already pay way over every body else. The road AND the nearby Motorway should all be free of any tolls and should be built two lane each way dual carriageway and include a bike lane. We moved to Gulf Harbour 19 years ago and the Penlink build has come up regularly. WHY DID'NT Auckland COUNCIL TAKE UP THE OFFER FROM THE AMERICANS IN 1940 TO BUILD IT FOR FREE?? Why should residents suffer from the poor decisions of 70 years ago build it and build it right (4 Lane) and toll free please. Surely if AT/AC wanted revenues from the road why wasn't the Waterview Tunnel tolled? - would have been easy to do and plenty of revenue - or was it to do with Whangaparāoia residents seeming to be an 'easy touch' and who are on a supposedly higher income over our Mount Albert/Roskill or Avondale friends? |
| 218 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It makes sense to generate toll income to pay for Penlink from users like the Auckland Harbour Bridge |
| 219 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Like the fairness |
| 220 | Individual | No, I do not support the tolling of any new roads. | Auckland already pays additional fuel tax that was supposed to cover infrastructure upgrades. Instead these funds have been used to deploy more speed and traffic light cameras. |
| 221 | Individual | Yes, but I suggest some changes. | tolls twice daily for 5 days is \$40 per week, hefty for a 7km commute, I think you should offer a monthly, or weekly fee. You may find you will discourage use of penlink. Clogging up the Silverdale on/off ramps might be worth it with a tight budget. And why is a 7km road costing over 2 BILLION !!!!! |
| 222 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | because we need it urgently and if user pays so be it |
| 223 | Individual | No, not for this new road. | Because the scheme promotes car dependency and the population on the Whangaparāoia Peninsula is not expected to grow significantly in the next 20 years to justify expenditure of this magnitude. If one chooses to live there one cannot expect the same ease of access to the city as somebody living closer in. As preference is always given to traffic already on the Northern Motorway it makes harder for those seeking access at say Tristram. I am absolutely opposed to Penlink in any form. |
| 224 | Individual | Yes, but I suggest some changes. | Penlink is an expensive piece of infrastructure that will further support and enable people driving. While the public transport benefits of a more direct route will hopefully see more people travelling by bus, people who choose to drive should be contributing to the cost of Penlink through tolls (not just the maintenance costs) in recognition of the negative impact this will have on greenhouse gas emissions, and the ability to invest in other more sustainable transport projects. |
| 225 | Individual | No, not for this new road. | Don't think it should be tolled if it's only for repairs, a new road should not require large repair costs, one toll for whole road to save. Can you state the proposed toll cost. Four years seems ridiculous for 7 Kms of road. |
| 226 | Individual | Yes, but I suggest some changes. | Tolling should only be used at peak times and only one toll for the whole of Penlink. The tolls during non-peak times should be paid for by the extra 10c petrol tax like it was originally intended by Auckland council. If you are only going to make it one lane each way it's useless and don't bother. It needs to be a minimum of two lanes each way with the growing population on the coast. |
| 227 | Individual | Yes, but I suggest some changes. | I think the tolling proposal is mostly fair. My suggested change is to either shift the toll gate from SH1-East Coast Rd to east of East Coast Rd. Or, make the section from SH1 to East Coast Rd free during off-peak times. It's a very short distance and tolling people for that use seems mean spirited. An interchange between Oteha Valley Rd and Silverdale has been long overdue. Otherwise given that the road is to be nationally funded, yet only services a relatively small number of people, I think the proposal to toll is reasonable. |
| 228 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's a user pays model I guess. The main users and beneficiaries will be the residents from the Northern end of the Peninsula. |
| 229 | Individual | No, not for this new road. | I think 3 tolling points is excessive and would be unaffordable for some users. 1 upon entry would be adequate. |
| 230 | Individual | Yes, but I suggest some changes. | Yes I do support tolling if it is going to ensure the road is going to be well maintained in the future. I also support tolling if the money can go towards having a 4 lane highway rather than 2 lanes. It seems ridiculous spending all that money and only having a 2 lane highway which shows a total lack of vision and anticipation of future needs. |
| 231 | Individual | No, I do not support the tolling of any new roads. | It's ridiculous to have separate tolling stations along the road that will cost people an arm and a leg, no one's gonna use it! Not like we don't pay enough in fuel. |
| 232 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It makes sense for the users to pay for the maintenance and operational costs. |
| 233 | Individual | Yes, but I suggest some changes. | More a question - will a bus service be provided on Penlink similar to NX1/2? I support toll as there are alternative routes available. However, I think it will be even more fair if a frequent bus service is provided linking Whangaparāoia with the CBD. Having PT and alternative routes = fair to pay tolls |
| 234 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Getting the penlink done is important and if tolling needs to occur to support that going forward, then I'm happy to contribute. |
| 235 | Individual | Yes, but I suggest some changes. | \$4 to travel the length is a bit steep when compared to the Johnson Hills tunnel. For \$8/ day I'd not use Penlink and will continue to use Whangaparāoia Road and SH1 |
| 236 | Individual | Yes, but I suggest some changes. | I generally support the tolling proposal, but would like the toll reduced after initial repayment period to reflect upkeep peculiar to that road only, and not contribute to the "General" fund. I also support a 4 lane road. It will, like the 1958 Harbour Bridge, be unfit for demand within a year or so in its present form. I have no opinion as regards pedestrian or nuisance cycleways. |
| 237 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe that tolling is important to manage the demand for the road. It is a useful connection especially for the proposed nx2 link however the link will become congested and inefficient if not properly managed. |
| 238 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Bringing the project forward was on the basis of it being a toll road, so it should be tolled to support the costs of building/maintaining it. |
| 239 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | That will give great help for local transportation, urban development and travel time reduction |
| 240 | Individual | No, not for this new road. | |
| 241 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Great initiative |
| 242 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe in user pays and I think the proposed prices are equitable and necessary and will also take care of ongoing expenses |

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| 243 | Individual | No, not for this new road. | It has taken far too long to even get to this point that tolling is not fair. There is no alternative route currently to the madness that is the limited roading/exit options leaving the coast. This is decades behind the times and should just be done! Why does every roading infrastructure north of the Harbour Bridge require tolls slapped on it. You don't see that on any other highway or roading advancements or improvements. |
| 244 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 245 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The link will service what is essentially a closed community who will ultimately benefit the most from its construction. Therefore they should bear the cost of its construction etc. It's unfair to expect the wider regions tax and rate payers to wear these costs. Ultimately user pays is the fairest and most efficient method in terms of moving projects such as this forward |
| 246 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | access to hospital |
| 247 | Individual | Yes, but I suggest some changes. | I would encourage higher toll costs as \$1 does not appear to be even close to the real costs. Similar toll roads in Sydney range from \$4 to \$12. I would also like to see more efforts going into the project to build in public transport infrastructure. The toll should be similar (more) in cost to a bus journey to achieve mode shift. |
| 248 | Individual | No, not for this new road. | Where are the tolls south of the bridge they seem to get new roads even the western tunnel and don't have to pay tolls. |
| 249 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | having lived on the peninsula since 1967 and seen the growth and time now spent travelling it would be an asset to all |
| 250 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Proposed approach is equitable however the road should be upgraded to 4 lanes to future proof it |
| 251 | Individual | I am unsure. | For someone to use Penlink to get to work they would have to spend \$4 each way ie \$40.00 per week on tolls if working a 5 day week. This seems excessive in the current economic climate. |
| 252 | Individual | No, I do not support the tolling of any new roads. | Tolling as a funding mechanism seems very inefficient. Probably not a useful location for peak traffic limitation by tolling. \$1 differential unlikely to have a useful effect. |
| 253 | Individual | Yes, but I suggest some changes. | Off Peak for cars should be less. Heavy vehicles don't need off peak, they will use the road when it suits them and save more than the fee. Introducing variable charges needs to start. Here is the chance. |
| 254 | Individual | No, I do not support the tolling of any new roads. | We pay such a high tax on our fuel in general, plus a regional tax surely we shouldn't be burdened with more expense. Is there going to be a charge for every vehicle that enters and leaves all the new subdivisions just outside of the peninsula? I don't think so. |
| 255 | Individual | No, not for this new road. | Because Aucklanders already pay and extra 10c pl for gas, that was meant to go toward infrastructure. Why should we have the only 2 toll roads in Auckland here on HBC. |
| 256 | Individual | No, I do not support the tolling of any new roads. | the upkeep on this road should be done by NZTA and we already pay a road rate on our petrol in the Auckland area. It should be 4 lanes not 2 |
| 257 | Individual | No, I do not support the tolling of any new roads. | Roading is already covered by local rates and central government funding. |
| 258 | Individual | No, I do not support the tolling of any new roads. | We have already paid twice over in taxation for this sort of infrastructure |
| 259 | Individual | Yes, but I suggest some changes. | Make it 4 lane and toll it. 2 lane is short-sighted. |
| 260 | Individual | Yes, but I suggest some changes. | 2 lanes is not enough. It should be 4 lanes, 2 in each direction to future proof for the growing population. |
| 261 | Individual | No, I do not support the tolling of any new roads. | The recent flyer that I received from NZTA contains numerous misleading statements. If as the flyer states "Penlink will form a VITAL transport link..." Why should it be tolled? Under the heading "Benefits of a tolled Penlink": NONE are benefits are as a result of Penlink being TOLLED, they are benefits of Penlink - end of story. Why is the Auckland fuel tax not being used, in fact what is it for if not for projects like Penlink. Only 2 lanes is short sighted, this is a repeat of the Auckland Harbour bridge in the 1950s. Can NZTA not plan for more than 5 years ahead. |
| 262 | Individual | No, not for this new road. | Originally there was not supposed to be a charge for Stillwater residents going to the motorway |
| 263 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I have no problem with tolling so long as paying tolls is simple and easy (ie ability to automate payment). I do feel it is a shame how difficult it is and has been to get this project moving, given how important to the area it is and the number of people impacted by it. A toll charge to get this project finally moving is reasonable. And I do appreciate that tolling is common across the world. |
| 264 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 265 | Individual | No, I do not support the tolling of any new roads. | |
| 266 | Individual | No, not for this new road. | The congestion in the area is bad enough. This project has been proposed for decades. |
| 267 | Individual | No, I do not support the tolling of any new roads. | Adding a toll adds more costs on top of everything else. I would not pay the toll for Penlink. If rich people want to pay, it will make the current route through Silverdale quicker so I will stick to that. I drive to Auckland / North Shore minimum 12 times a week (work and kids sports), which would be over \$400 a month on this toll. |
| 268 | Individual | I am unsure. | If cars pay, so must BICYCLE riders. They should also pay road tax and insurance |
| 269 | Individual | Yes, but I suggest some changes. | Penlink being tolled has been the case since at least 2001. BCR doesn't stack up with only about 26000 people in the catchment. Tolls should also pay capital as well as operational costs. |
| 270 | Individual | No, not for this new road. | Government approved such a big number of new houses in Silverdale, Millwater, Milldale, Orewa etc, which make the traffic harder for the residents in Whangaparāoia. This Penlink will mainly be used by the people who live in Whangaparāoia which will relieve the stress on state Highway 1. If only the Penlink be tolled but not state highway 1, it is not fair. |
| 271 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road only makes sense as a toll road. No toll, no road. |
| 272 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | tolling would help to provide more reliable journeys by reducing travel times. It would also contribute to the cost of maintaining the road so it remains safe and resilient. Because WK has failed to provide bus lanes, managing demand on the route, for example through tolls, will be critical for ensuring the NX2 buses using this route are able to operate reliably. The project has been consistently proposed as a toll road since 2001. To suggest not tolling it now, for example because recent data suggests it may be underutilised, suggests systematic deficiencies in WK's ability to forecast future transport requirements. |
| 273 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It was always planned as a toll road - it got public support only as a toll road. Tolling is essential for managing congestion and therefore making it at all worthwhile. If public transport is it use it, tolling will be critical as there are unfortunately no planned bus lanes. There should also be scope for allowing the tolls to rise at regular periods to account for inflation and increases in congestion - similar to the parking strategy, prices should raise to effectively manage demand. |

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| 274 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | People that don't want to pay can use alternative routes. |
| 275 | Individual | No, not for this new road. | Commuting to work should be affordable, and tolling the new road would be a barrier to using this road for a lot of residents in the area. While it makes sense for some parts of the highway to be tolled (like the tunnel), the Penlink in particular should be free. In addition, the road will be popular among those who commute to work. Most employees do not have a choice when they have to work, and they should not be discriminated against by being required to pay daily toll fees. Roads are a public service and should be freely accessible to all who want to use them. |
| 276 | Individual | No, not for this new road. | I don't believe you should toll this road because people like myself won't use it if it is tolled, i would just continue to use the original way. This road is a good idea but not tolled. One recommendation because i know it will need to be paid for somehow is... Make it tolled until the costs of building the Penlink are made up for and then remove the toll. Give us a deadline when the toll will be removed and this would ease the anger against the toll in the first place. |
| 277 | Individual | Yes, but I suggest some changes. | I think tolling is fair, but I think the prices are a bit high. \$8/day would be a major deterrent from taking this road. I think \$2/3 each way would be plausible. |
| 278 | Individual | Yes, but I suggest some changes. | The fees are very high and should be lowered. Cost of living is increasing daily, there should be an option for residents in Gulf Harbour and Whangaparāoa to pay a monthly significantly reduced fee instead of daily. |
| 279 | Individual | No, I do not support the tolling of any new roads. | Road users pay plenty through RUC and fuel tax. |
| 280 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Residents of the peninsula could be offered a discount on tolls as regular users with non residents paying a little more |
| 281 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's time road users pay true costs. |
| 282 | Individual | No, not for this new road. | This is a totally necessary road to service this high density population area the same as any other area in Auckland. |
| 283 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink doesn't need to happen, but if it's going to happen users should have to pay for it. Should subsidise public/active modes with part of the funds raised |
| 284 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | To encourage climate change reduction we need to reduce car travel. Better to make it PT and walking/cycling only. The BCR is already much less than 1, this proposal would make it even worse. |
| 285 | Individual | No, not for this new road. | Why should Whangaparāoa residents be penalised with a tolled road simply to access a main artery to the rest of Auckland? We pay excessive tax on our fuel for this very reason. The council enabled and encouraged density housing on the Peninsula creating the congestion problem in the first place - I don't see why local commuters will have to pay an additional toll, on top of our taxes and rates to resolve an issue created by poor planning and poor infrastructure. |
| 286 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think tolls are a good way to help get good infrastructure in place and having the public paying tolls is a small cost to the alternative travel options and the benefits it brings to the area. |
| 287 | Individual | No, I do not support the tolling of any new roads. | don't mind some tolling for a short time but not ongoing, we have paid taxes long enough |
| 288 | Individual | No, not for this new road. | The suggested toll price far exceeds the national average. This road should have been built 10 plus years ago, it's unfair to now lump the price of the road on the people living here because the cost of the job has gone up. This should be at least a 4 lane road too based upon how busy the peninsula already is. It is very short sighted to only have 2 lanes. |
| 289 | Individual | I am unsure. | I live in Stillwater and don't think we should pay a toll as we have to live with the eyesore of the bridge, noise etc and it should be 4 lanes!! |
| 290 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink will only serve a small number of residents living on Whangaparāoa peninsula, an area with little or no expected future growth in population.. The roadway will be a very expensive corridor and quite frankly should be deferred until other more significant areas of traffic congestion are addressed. At the very least the residents on the Peninsula should be required to pay a substantial toll to travel this expensive proposed roadway. |
| 291 | Individual | No, I do not support the tolling of any new roads. | We pay for it in our taxes already |
| 292 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road would offer significant time savings to anyone using it. |
| 293 | Individual | No, I do not support the tolling of any new roads. | Road tolls should reflect the wear the vehicle causes. As such trucks should bear the majority of road maintenance cost. |
| 294 | Individual | Yes, but I suggest some changes. | We definitely need four lanes rather than the proposed two. I was working in Takapuna until lockdown but got so fed up with spending 2 to 2.5 hours per day in my car. The amount of traffic on Whangaparāoa during peak times and weekends warrants 4 lanes. |
| 295 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Considering this is such an expensive project for such a small section of motorway serving a relatively low population density, it definitely makes sense to me to make it tolled so as to enable a user-pay system to cover the long-term costs of operation & maintenance. Regarding 'other suggestions', I'd encourage Waka Kotahi to consider the tolling model proposed for this road (i.e. variable tolling, ops & maintenance coverage, etc.) for other future projects as well. |
| 296 | Individual | No, I do not support the tolling of any new roads. | Why impose tolls when it is part of infrastructure improvement for the citizens of this country and specifically residents around the area. We are already paying high council rates for our property and GST and fuel tax hence such road toll is not justified at all. Govt has the responsibility to maintain the roads and highways for tax payers. |
| 297 | Individual | No, I do not support the tolling of any new roads. | We are already being taxed into oblivion for the purpose of roading (see-RUC's, petrol taxes, regional transport taxes). Try spending the money gathered for this purpose on the project. |
| 298 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 299 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Whangaparāoa Rd is a nightmare with heavy traffic. A new road is desperately needed. I am happy to pay for tolling. |
| 300 | Individual | No, not for this new road. | This was indicated, planned and delayed for years. This interchange will help balance the motorway network- reducing congestion on other sectors of the northern motorway, with corresponding lower maintenance and delaying the need to spend on road widening as volumes are transferred onto Penlink. All maintenance costs should have been planned for well in advance. The long term benefits to local development will far outway the costs. |
| 301 | Individual | No, I do not support the tolling of any new roads. | We already pay tonnes of taxes including a huge amount of fuel and road user charges. |
| 302 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The money for Penlink should be used to improve the ferry and electrify it, which would reduce SH1 congestion, rather than worsen it. |
| 303 | Individual | No, not for this new road. | This is a critical road which has been needed for many years particularly for Whangaparāoa residents. Housing developments continue to be approved without the appropriate roading infrastructure in place to support this such as Penlink making traffic significantly worse. If there has to be a toll to make this project happen (finally) the cost should be half of that currently proposed. I have been a resident of Whangaparāoa for 38 years and feel this project should have been a priority years ago, why now after paying rates and taxes should I have to pay such a significant toll cost because of a choice to develop the peninsula without proper roading infrastructure. |

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| 304 | Individual | No, I do not support the tolling of any new roads. | Cost of living in Auckland is high enough. |
| 305 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Living north of the Puhoi tunnels and having had to pay for tolls since the tunnels went in, I think Penlink should be tolled, however I also think the Waterview tunnel should be tolled. Why should some have tolls and others not. Reduce fuel tax and toll more motorways |
| 306 | Individual | Yes, but I suggest some changes. | \$2.00 each way is my option. We already pay a road tax for our petrol. If you keep the price reasonable commuters will use the road |
| 307 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because it helps pay for the new road and you pay tolls all over the world why not have to pay them here as well. |
| 308 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 309 | Individual | No, not for this new road. | There is a fuel tax In Auckland for the purpose of paying for roads. |
| 310 | Individual | No, not for this new road. | The road should be free for use, we already paid a high tax. Stop tolling people. |
| 311 | Individual | No, I do not support the tolling of any new roads. | The cost of basic living in Auckland is too high - food, petrol etc. this additional \$8 per day will mean that only the upper income brackets will have the affordability to use the road to spread the load of the congestion. This creates further privilege and a greater gap between those that could afford to use it and those that can't. |
| 312 | Individual | Yes, but I suggest some changes. | If you have explored options abroad you will be aware of the transponder unit that allows free passage for cars with higher occupancy encouraging people to carpool to avoid tolls which would reduce the number of people on the road. It is a simple idea using already planned cameras to determine if road users are travelling alone or with higher occupancy. In peak hours the higher occupancy can either be free or lesser charge |
| 313 | Individual | No, I do not support the tolling of any new roads. | There is a toll road up here already. how many toll roads in New Zealand? why do we need to be punished more than the rest of the country? The toll road past Orawa is frequently stationary with traffic, if you are going to toll this it needs to be 4 lanes. Why not toll the bridge or make a congestion charge to drive into the city? there have to be better ways for you to generate revenue than fleecing coasties. |
| 314 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If tolling assists in the early construction of the road, which is essential to the area, then it has priority implementation |
| 315 | Individual | No, not for this new road. | It will make it expensive to use for people living in Whangaparāoa using it everyday. |
| 316 | Individual | No, not for this new road. | a. Unfair to users, other roads do not pay tolls. b. Penlink should connect further along the road towards Gulf Harbour, work commuters still have a long drive to get home. |
| 317 | Individual | No, not for this new road. | we get taxed on everything, its only fair that the government supplies for its people too, rich get richer poor get poorer |
| 318 | Individual | No, I do not support the tolling of any new roads. | Honestly, I pay enough tax as a younger person, and will continue to pay ridiculous amounts of tax for the rest of my working life. So, why the hell am I paying extra to use a road that my taxes are supposed to fund? I'm struggling enough. I would prefer to pay towards fixing up the roads that already exist that are ridiculously shocking in quality. |
| 319 | Individual | No, not for this new road. | I think the Stillwater exit should not be tolled. It makes sense for Whangaparāoa to be tolled as it has significantly benefiting those users, however, Stillwater and East Coast Bays it is not necessary. |
| 320 | Individual | No, not for this new road. | Why does Rodney district have already have a toll road is beyond me. Adding tolling to the Penlink is a clear cash grab in an area you think you can squeeze as much money out of as possible. Likely due to its demographic. Waterview tunnel should be taxed before anything north of the bridge gets stung with another NZTA income source. |
| 321 | Individual | No, not for this new road. | This road is convenient for the local people. Development of prosperous local areas. Tolling on this road doesn't make sense. |
| 322 | Individual | Yes, but I suggest some changes. | We live in Weiti Bay, and the only portion that would be useful for us would be the access to SH1, as we could continue to use Ara Weiti Road. Would we be tolled for this? |
| 323 | Individual | No, not for this new road. | Using the new road saves on fuel and lowers emissions. why would you tax a better choice for health of Auckland. Discriminatory against people North of the megacity?! Seems it. Only north Auckland roads are tolled. |
| 324 | Individual | No, not for this new road. | Residents of Whangaparāoa pay rates just like every other Aucklander. Yet, we have seen major, positive changes, to the Southern, Northwestern and Northern motorways. The addition of the south western tunnel link, without the need for tolls. We on the coast, have been given dynamic lanes, parity is sadly lacking!! I am not sure why we are being asked to pay for a road that the residents of Whangaparāoa deserve! |
| 325 | Individual | No, not for this new road. | Government increased fuel taxes to allow for new roading. The Waterview Tunnel is not a toll road, why Penlink. Hope people walking and cycling will also be charged. |
| 326 | Individual | Yes, but I suggest some changes. | One consistent toll is easy and a fair way to use a road. There is no questions over how much you're paying than if you split up the toll, or creating more confusion. |
| 327 | Individual | Yes, but I suggest some changes. | It needs to have dedicated public transport lanes to provide alternative modes of transport. Even a lane that changes directions between peak hours. It will be an opportunity missed and more expensive later. |
| 328 | Individual | No, not for this new road. | I fail to understand why you want to tax us more when we are already paying for roads thru the Labour Government's tax on petrol in Auckland. Can you also tell me why you are proposing only 2 lanes. This is so short sighted. Auckland traffic is so grid locked. Look forward please. |
| 329 | Individual | Yes, but I suggest some changes. | if you charge too much for tolling people will not use this road and it will defeat the purpose of taking pressure off the completely choked Whangaparāoa Road. The most important aspect to get right in this whole project is to make sure that this road has 2 lanes each way. It would be absolutely ridiculous if it was only one lane either way. This is not suitable for the future of transport requirements in this region. Every project done around Auckland such as the Greenhithe Bridge required extra lanes added. There would be no common sense applied if only one lane either way is built. This is the opinion of every person I know who has talked about Penlink. It is very short sighted! |
| 330 | Individual | No, not for this new road. | Penlink is not a state highway, typically only SH networks are tolled. Whangaparāoa residents should not be paying additional costs on top of rates for the upkeep of this road. The purpose of this infrastructure is to minimize congestion to and from the coast, this toll proposal defeats that purpose by deterring users. We are priced out of buying anywhere near working centres and now an easier and faster way to get to and from work is going to cost us more, when the cost of living is already astronomically high. |
| 331 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 332 | Individual | No, not for this new road. | The need for this road is essential for the HBC community to help ease the traffic and congestion of SH1. Tolling this road is like a kick in the teeth as they have been fighting for it for years. Toll the harbour bridge or transmission gully which is/will be used by a wider variety of people. Take the kapiti express way for example which has proven that since opening, the congestion once seen has dispersed. Penlink will also help lighten the traffic once built.. but please build it with more lanes! |
| 333 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 334 | Individual | No, not for this new road. | Instead of tolling, create alternative income generators such by partnering with private businesses like roadside gas stations, groceries etc. |
| 335 | Individual | No, not for this new road. | Regional fuel tax was meant to pay for this road, also paying \$8 to save 10 mins a day is a bit expensive |

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| 336 | Individual | No, not for this new road. | I don't want to pay over \$200 a month to get to and from work from Whangaparāoa road! (\$4 to and from work= \$8/ day x 4 weeks= \$160) plus using it in the weekend for non work activities off the coast. |
| 337 | Individual | I am unsure. | I live in Stillwater and am worried we will have to pay toll for a road most of us are opposed to. |
| 338 | Individual | Yes, but I suggest some changes. | No toll. Should be free to use as we pay taxes, road taxes and Auckland petrol tax. That's what new builds like this should be go not tolling/taxing ratepayers even more |
| 339 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It needs to be paid some how. WHY WASN'T Auckland TO HAMILTON TOLLED? IT SHOULD BE. TRANSMISSION GULLY ALSO NEEDS TO BE TOLLED. Northland has paid enough and it isn't going back into northland roads so remove tolls for northland |
| 340 | Individual | No, not for this new road. | The proposed tolling is said to support operations and maintenance which will surely be funded by the taxes already paid by motorists using the Penlink route. In other words, tolling is an additional tax. The proposal to have 3 toll points on a 7 km of road is ridiculous. The only way a toll could be justified would be for the link to be planned and constructed as a four-lane highway (without a shared walking and cycle path which would be used by very few), thus providing a means of repaying extra funding required for cost of making it a four lane rather than a two lane at the time of initial construction. |
| 341 | Individual | No, not for this new road. | If it was a 4 lane road then tolls would be fair but not for a 2 lane road |
| 342 | Individual | Yes, but I suggest some changes. | Look further ahead. 2 lanes will undoubtedly require widening to 4 at an early stage. Produce a toll proposal which is acceptable to users of the road and will ease/facilitate widening BEFORE it is required, not after- congestion negates the benefits of the road/bridge. |
| 343 | Individual | No, not for this new road. | I would be a lot more open to the tolling of Penlink if it was a 4 lane road instead of 2, as it will need to be upgraded in the very near future anyway. |
| 344 | Individual | I am unsure. | |
| 345 | Individual | No, not for this new road. | we have been promised this road for a number of years, this should be part of the greater Auckland growth place. Previously we use to be Rodney and not Auckland. we pay for this road in our road tax Auckland regional petrol tax. we live in the bottom of army bay we are supposed to be keeping traffic and Infrastructure growth moving forward and keeping so all New Zealanders can use. so I do not support the Penlink Toll charges. |
| 346 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | People who are serious about their job in the CBD and want to be able to live in affordable houses (on the coast) and in a coastal town away from the busy city should be able to have an option to get home quicker to get more time out of their day. I personally would be happy to pay a couple of dollars to get home quicker to have more time in my day for leisure or housework. The people who don't want to pay can go the long way which might end up being a 50/50 amount of the coast population therefore splitting the traffic in half so both ways are free from congestion. On the other hand the worst part of the northern motorway is Greville road... if you could fix that area you would take about 20minutes off my journey everyday! Three lanes would be great all the way from Silverdale to the city. Or I would gladly pay something like \$50 a week for a work vehicle express lane from Silverdale to cbd!! Only registered company vehicles being able to use it. Time is more valuable than money and right now it takes me 1hour to get to work each way, but with no traffic only 20-30 minutes! |
| 347 | Individual | No, not for this new road. | I support tolling the road but believe this tolling proposal is wrongly focused. Penlink was always a proposal to link the peninsula to the motorway into the city. It is one project and anyone travelling along it to connect to the motorway south should pay the same toll. |
| 348 | Individual | No, not for this new road. | How is it fair that some road users are tolled and others are not just based on where they are, for example the new Hamilton express ways |
| 349 | Individual | No, not for this new road. | No toll to encourage the use of the Penlink |
| 350 | Individual | No, not for this new road. | Not paying a toll to sit in traffic on a single lane road. |
| 351 | Individual | Yes, but I suggest some changes. | I am not sure you are even going to read these submissions. Toll fees are too expensive. Where has the Auckland 10 cents per Litre tax gone? No transparency on where this has been allocated and no one is held accountable. 30 years of talking and still in consultation process. Not impressed |
| 352 | Individual | No, not for this new road. | Because this is a road that's of regional significance and should be funded through the revenue that Aucklanders are already penalised with including the regional fuel tax. |
| 353 | Individual | No, I do not support the tolling of any new roads. | We already pay for a train set we can't use to get to town and have higher fuel prices. I will agree to a tax/toll if it is for a 4 lane road (not 2). |
| 354 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolls users at point of entry and only for the part they use |
| 355 | Individual | No, I do not support the tolling of any new roads. | |
| 356 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I don't mind paying a daily toll to save time driving in traffic, plus I see it a reasonable way to pay for the ongoing road maintenance |
| 357 | Individual | No, not for this new road. | Compared to the Orewa Puhoi toll this is expensive per km and less lanes. You make the toll sound like it's to persuade people out of their cars. Most people on the coast do not commute to the city or along public transport corridor. There is no service to west Auckland for example. You are building a road we need now instead of building a road with future capacity. Such little foresight and thought of the future. |
| 358 | Individual | No, not for this new road. | If there is toll fee for this, I think most people would rather still choose to drive through the Highway entrance from Silverdale. According to project design, seems the time saving would be about 5 to 10 minutes. It is fairly not a very large improvement if we do tolling. |
| 359 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is a good idea as long as it is affordable. |
| 360 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 361 | Individual | Yes, but I suggest some changes. | Please consider lowering the toll fee. Low to median income people that live in Whangaparāoa will have to pay an additional \$40 per week to their travel cost. Petrol / Diesel and RUC have increased over the last year and \$40 toll fee a week to add on top is a bit too much. |
| 362 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 363 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am in favour that user pays and we don't see people who do not use Penlink be paying for its up keep |
| 364 | Individual | Yes, but I suggest some changes. | As someone who would use it both ways at least once a day I would be happy with a smaller toll (50c) each way, only if it meant it was 2 lanes each way |
| 365 | Individual | No, not for this new road. | As the council has enabled and allowed density housing, thereby increasing the population of the peninsula which contributes to congestion and a lack of foresight in the development of infrastructure, the council should be funding this project rather than penalising tax paying residents |
| 366 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Realistic proposal in this day and age. |

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| 367 | Individual | No, I do not support the tolling of any new roads. | |
| 368 | Individual | No, not for this new road. | The roading infrastructure should be part of the motorway network, tolling is not necessary for the stretch of road for a 7 km road. The government must allocate sufficient funds for the maintenance and not charge toll, with current taxes levied for Auckland which has contributed towards government funds and there haven't been any major roading infrastructure so far connecting the Whangaparāoa peninsula to the motorway network which has been long due. |
| 369 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Long overdue to provide another exit of the peninsula. This is a safety issue & as such should be reflected in the cost. |
| 370 | Individual | No, not for this new road. | People that will use this toll point will just be locals trying to get to work and back everyday. Don't toll it! Bloody hell, we pay enough tax dollars, and will pay more in the future due to covid anyhow. |
| 371 | Individual | No, I do not support the tolling of any new roads. | Users have already paid for road construction in petrol taxes and road user charges etc |
| 372 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Would support any option that helps this project be delivered |
| 373 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because it costs money to build and maintain improved roads |
| 374 | Individual | No, not for this new road. | It's been in the "making" for many years now, and one toll is ok but having three toll points is ridiculous! |
| 375 | Individual | No, not for this new road. | I don't pay a toll on the Waterview tunnel, so I would not use if I had to pay a toll on Penlink. |
| 376 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because its desperately needed and most people will be happy to pay |
| 377 | Individual | Yes, but I suggest some changes. | Toll it on weekends only when a huge number of Aucklanders and beyond come to enjoy the Whangaparāoa Peninsula. The locals commuting to work should not be the main funders. |
| 378 | Individual | No, not for this new road. | The cost of living is too high already and to make people pay for a road on top of taxes is unfair. |
| 379 | Individual | Yes, but I suggest some changes. | Proposed toll for cars is too high. It needs to be \$1-\$2 per use. |
| 380 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 381 | Individual | No, not for this new road. | We pay taxes on both petrol and income. The country is growing at a rapid rate! We need to have safe access to our homes after work. If you do choose to toll the road, a day payment should be the option. Some people may drive the route more than once a day and it will get expensive |
| 382 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Paying tolls is the only way to ensure congestion free roads. |
| 383 | Individual | Yes, but I suggest some changes. | Should be based roughly on the cost of fuel to go through Silverdale to say Gulf Harbour as max. Should be at least 3 lanes. Once again under designing and by the time it's built it's not fit for purpose. |
| 384 | Individual | No, I do not support the tolling of any new roads. | Aucklanders are already paying extra taxes on fuel towards road improvements, not to mention rates & taxes. |
| 385 | Individual | No, I do not support the tolling of any new roads. | Waterview tunnel is free |
| 386 | Individual | No, not for this new road. | This is long overdue. The infrastructure in Auckland is embarrassing so the fact that you are changing it and expect us to pay even more on top of what we already pay is completely disrespectful. This has been owed to us for over 20 years yet you want us to pay for it because you've finally decided to make life better, I completely disagree. |
| 387 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Long overdue, but must have 2 lanes in BOTH directions. That lesson learnt long ago with the Auckland Harbour Bridge. |
| 388 | Individual | No, I do not support the tolling of any new roads. | Tolls should not be charged. We are taxed enough for car use and the Government should plan and manage the funds more wisely without adding another expense to road users |
| 389 | Individual | No, not for this new road. | The government and local council have opened thousands of sections over the last few years that I've lived in this area, including Millwater, Milldale and Gulf Harbour and others, and this road has been mapped for years. This should be a standard new road for an area that has grown by thousands of new dwellings. |
| 390 | Individual | No, I do not support the tolling of any new roads. | Already put higher rates on fuel |
| 391 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 392 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 393 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it's good - toll those who use it most, for the longest and at peak times |
| 394 | Individual | No, not for this new road. | Because we're already paying the Auckland fuel surcharge, licence fees and facing rates increases. This is just another cash grab. A reason people live on the peninsula is that costs closer to Auckland are too high. You're effectively hounding some people who moved there for economic reasons with additional cost because of waste in other areas. |
| 395 | Individual | No, not for this new road. | This road should reduce traffic. If it's paid, most people will still use old route |
| 396 | Individual | Yes, but I suggest some changes. | Toll should not only cover maintenance, but also upgrades to the route. |
| 397 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. |
| 398 | Individual | Yes, but I suggest some changes. | Obviously what are the Toll charges going to be. However Tolls make sense as it will actually save drivers a considerable number of km of travel, which will save them time, wear and tear on car, and fuel costs, so Toll easy to justify by users. It will also save huge queues wasting fuel and time in Silverdale and along the Whangaparāoa rd. In the end it is actually a Green initiative as less pollution and bus companies can set up a bus station where penlink meets Whangaparāoa Rd, and allow locals to get to the CBD very quickly on Buses, which they probably would be reluctant to do if they had to drive to Silverdale station. |
| 399 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This is a vital link to the city to alleviate congestion on Whangaparāoa Road and Silverdale particularly with the new builds contemplated for the peninsula. |
| 400 | Individual | Yes, but I suggest some changes. | I think that the proposed toll amounts are too high |
| 401 | Individual | No, not for this new road. | Auckland already has an extra petrol tax to provide for such roading |

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| 402 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because we pay to use the toll road for Puhoi BUT there is an alternate route |
| 403 | Individual | No, not for this new road. | We pay Road taxes to maintain our roads. A maintenance toll will be another tax on a tax. The SH1 tunnel just north of Silverdale doesn't charge \$3 or \$4, as proposed here, yet is longer and more complex. We need this road to expand our population; don't tax it so only the wealthy can afford to use it. |
| 404 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 405 | Individual | No, I do not support the tolling of any new roads. | The gov't tax people have to pay should bear the cost of any new and existing road systems. |
| 406 | Individual | No, I do not support the tolling of any new roads. | We pay more than enough in rates and road charges through car Registrations. - The area has so many new housing developments why wasn't new infrastructure planned for and budgeted for before. Tolling will put people off using the road and the congestion will continue through Silverdale and along Whangaparāoa road. |
| 407 | Individual | No, not for this new road. | We already pay extra road tax in Auckland levied to motorists for roads and upkeep. |
| 408 | Individual | No, not for this new road. | How come we have a toll going north instead of when you go west it's free?? Rates have been paid tenfold for last 20+years on this apparent development of 1 lane. Overspending should not cost the tax payer once again |
| 409 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 410 | Individual | Yes, but I suggest some changes. | The toll is too much considering the Northern Gateway toll prices. Also, motorcycles should not pay the same as cars in the same way that heavy trucks pay a different rate (that view applies to both Penlink and the Northern Gateway). |
| 411 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think roads should be user pays and I am willing to pay |
| 412 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is the fairest way, I cycle or take public transport. Other people should try and do the same or pay. |
| 413 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink will primarily provide for residents of the Whangaparāoa peninsula and for their visitors. The benefit to greater Auckland is minimal. As such it will provide more of a private good than a public good. Therefore, a toll seems fair and equitable. |
| 414 | Individual | No, not for this new road. | This road is long overdue and a toll is purely insulting |
| 415 | Individual | I am unsure. | There would need to be transparency as to how the tolling is used. There would need to be a subscription for tolling for people who will use this for everyday trips etc. |
| 416 | Individual | Yes, but I suggest some changes. | The variable and multiple toll points are a good idea but \$4 for the full trip from Whangaparāoa to SH1 is just too expensive, that's \$8 a day for a commuter. The \$2.80 on the Puhoi toll road or even \$3 for the full on peak trip would be a fairer price. |
| 417 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Desperate for penlink |
| 418 | Individual | No, I do not support the tolling of any new roads. | We already pay regional road taxes on petrol. There are no tolls on cycleways so why this road? The proposed tolls are outrageous at \$40 pw for the average worker. |
| 419 | Individual | No, not for this new road. | Yes toll the road but one toll payable 24hrs a day not variable like all other toll roads I know of in NZ |
| 420 | Individual | No, I do not support the tolling of any new roads. | Don't patronise the motorists of New Zealand when we all know you will toll REGARDLESS of whether it's fair or not, and regardless of the punitive taxes Aucklanders pay for infrastructure; the Auckland fuel tax is just one example. |
| 421 | Individual | No, not for this new road. | This road is long overdue and should not incur a toll as the existing/alternative route is very congested for much of the day and so you should be promoting people to use this route not punishing them. Also, since when has NZ ever required a toll to fund road maintenance as suggested for this project. Road maintenance gets funded from RUC and petrol taxes. |
| 422 | Individual | No, not for this new road. | we pay extra local petrol tax, why should we pay for maintenance and upkeep when other roads are not, in general we pay tax enough to maintain roads |
| 423 | Individual | Yes, but I suggest some changes. | I would be happy to pay the toll but I think it should be 4 lanes. What is the point of building Penlink without 2 lanes in and 2 lanes out, I am more than happy to pay the toll. |
| 424 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need to move away from private cars as the best option and encourage use of public transport. This targets the cost of the facility at the users. I think annual reports to ensure all the funds raised are only used on the maintenance of Penlink would be vital. |
| 425 | Individual | No, I do not support the tolling of any new roads. | Claims tolling has benefits such as shorter Travel times, safer journeys, fewer emissions and faster Freight are rubbish. They are no more beneficial than any road without Tolling. These are FALSE claims. |
| 426 | Individual | No, I do not support the tolling of any new roads. | I was under the impression that the fuel tax was intended to fund new infrastructure such as this. |
| 427 | Individual | No, not for this new road. | Penlink is not a convenient faster option. It is essential to support the huge increase in housing which already puts unacceptable pressure on the only, grossly inadequate, road on and off the peninsula. |
| 428 | Individual | Yes, but I suggest some changes. | The local population would have to pay \$8.00 or \$6.00 per day depending on the hours. This would not be right as the Penlink is being built to elevate the congestion that we face everyday. We already pay road charges and high property rates, this really adds to a lot of cost to the ordinary resident. |
| 429 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 430 | Individual | No, I do not support the tolling of any new roads. | We already pay a toll on the Orewa-Puhoi road. Why is this Rodney area being singled out for tolling. Waterview tunnel is not tolled. Pekapeka motorway is not tolled. Surely our taxes cover roading. |
| 431 | Individual | Yes, but I suggest some changes. | A reduced rate since the local roads during most times are busy especially from Gulf Harbour area. There should be consideration for local residents |
| 432 | Individual | I am unsure. | At this stage I have no idea what levels of tolling are proposed |
| 433 | Individual | No, I do not support the tolling of any new roads. | 1.The cost of collecting the toll adds to the cost. 2. Vehicle users should be encouraged to use Penlink. 3. Government needs to front up instead of tolls |
| 434 | Individual | No, I do not support the tolling of any new roads. | Don't understand why we have billions of dollars wasted and for other projects and we want once again to go to the public to pay for what our taxes are meant to pay for. |
| 435 | Individual | No, I do not support the tolling of any new roads. | |
| 436 | Individual | No, not for this new road. | Consider that it is basically disgusting forcing people to pay when the traffic jams on the ONLY other road up those ways is so bad and congested due to insufficient planning of roads earlier ect , there are so many houses up there, the council should have seen this coming. Not Fair at all to toll on this road, not against road tolls but on this one there should definitely not be one!! |
| 437 | Individual | No, I do not support the tolling of any new roads. | I believe if everyday commuters going to work have to pay tolls then no one will use Penlink and the money used for the project will be wasted because it's not serving its purpose. |

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| 438 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 439 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If tolling gets it over the line will support. But should be a four lane road ! |
| 440 | Individual | Yes, but I suggest some changes. | The off-peak prices are the same as the on peak. Personally i think the off peak should be a 25-40% reduction in pricing. |
| 441 | Individual | No, I do not support the tolling of any new roads. | I believe that tolling roads that are built with government funding is a form of double taxation. The statement that it is only recovering maintenance costs is only an excuse to do the same for many other roads. The suggestion to toll the connection between East Coast Bays road and State highway 1 is stupid as it is a much needed interchange on a stretch of highway which has no interchange for 14 km. This should be seen as an essential connection. |
| 442 | Individual | No, not for this new road. | This road / transport link has been 50 years in the making - build it at cost and let's proceed with a safer quicker route between the Coast and East Coast Bays / wider Auckland |
| 443 | Individual | No, I do not support the tolling of any new roads. | Firstly I do not live in the area where I will use Penlink. I do object to the additional tax in the form of road tolls. Prime Minister Jacinda quoted "THERE WILL BE ADDITIONAL TAXES DURING MY TERM" and promptly placed a tax on petrol to be spent on improving our road structure. She called it a "Levy" We also have an additional tax placed on petrol by our Auckland Mayor for the improvement of our transportation. Both taxes are PLUS GST. Why should the people who going to use the Penlink be subject to another tax when they have already been taxed and for some time prior to Penlink |
| 444 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am supportive of variable tolling that is highest during peak hours. This will help to encourage people to use public transport or active modes when travelling to and from work/education and ideally reduce the numbers of cars on the road at peak times, meaning bus journeys along Penlink will be quicker. |
| 445 | Individual | No, not for this new road. | The difference between light and heavy and peak and non-peak hours are too small and it still going to be too expensive for me to travel on my small car even during non-peak hours. |
| 446 | Individual | No, not for this new road. | I don't feel that tolling this particular road will have the outcomes outlined in this proposal. Also, the point about tolling for "maintenance" is absurd. I can appreciate if it is to recover costs, or to limit use (eg, congestion charge) but shouldn't the maintenance of this road be funded exactly the same as every other major road in the area (and country)? |
| 447 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it is fair. I am also strongly of the view that the Penlink road should be 2 lanes each way and not just one and if this requires it to be tolled then that's justified |
| 448 | Individual | No, I do not support the tolling of any new roads. | All roads have all ready been paid for through taxes, road user charges and the Auckland petrol tax and these taxes will continue to be charged. Better management of these charges is what is needed. |
| 449 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | . |
| 450 | Individual | Yes, but I suggest some changes. | Happy to share the cost of upkeep etc for the convenience of the link however charging more for peak times is ridiculous. Isn't that when you want people to use it? Drivers will still go the long way to save money. |
| 451 | Individual | No, I do not support the tolling of any new roads. | Nowhere else in Auckland do you toll new roads, why here?? We in Auckland already pay 10 cents extra for roading in our fuel prices |
| 452 | Individual | No, I do not support the tolling of any new roads. | because you're lame and you steal money from people |
| 453 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Get the project done |
| 454 | Individual | I am unsure. | I don't think Stillwater residents should have to pay. |
| 455 | Individual | Yes, but I suggest some changes. | Firstly, The toll prices look a bit steep if you are planning to use the whole length twice a day, which is the case for all of us working in the city. The monthly cost would be then approx. \$160 (just Monday to Friday), which would lead to considering other alternatives. The other option would be to provide a kind of monthly pass for the peninsula residents with a reasonable price to promote everyday use. Secondly, to have the motorcycles toll free considering the negligible impact of these vehicles on the road. |
| 456 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road users should pay, not the wider public. |
| 457 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 458 | Individual | No, I do not support the tolling of any new roads. | NZTA receives substantial income through various taxes. NZTA needs to rationalise its spending, including the grossly irresponsible spending on PR programmes such as the \$1 spent on promoting lowering speed limits. Cut the cloth to get best roading value per \$. Reduce staffing by at least 50%. Ignore woke police. Time to harden up! |
| 459 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because there is another way available |
| 460 | Individual | No, not for this new road. | We pay fuel tax charges and seems only Auckland North is being tolled when you consider nothing for roads around the rest of nz. Also this will reduce drive times and therefore lower emissions. That should be encouraged. With rising costs for households people cannot continually be scalped. |
| 461 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Nothing to add really. A well thought out proposal and needs little or no amendment. |
| 462 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |

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| 463 | Individual | No, not for this new road. | Firstly, the proposed toll amount is extortionate. \$4 one way for a length of road that pales into comparison to the lesser charge for the SH1 northbound which is a much longer stretch of road. This means that residents would have to pay \$8 a day just to leave the peninsula to go to work. This is unacceptable. Second, I do not support residents having to pay for a road that should be paid for by Auckland Council and NZTA out of our rates and road user charges. The need for this new road is a consequence of the huge amount of development that Auckland Council has approved in Silverdale, Orewa, and the peninsula in recent years. I sincerely, and avidly, object to having to pay for the infrastructure for these developments, that should have first been planned and paid for by Auckland Council when they approved the developments. You cannot approve this level of development without first putting in place the infrastructure to support it. It should definitely not be the responsibility of pre-existing residents to pay for. Auckland Council has a responsibility to make sure that they, in concert with the developers design and fund infrastructure so that the development does not have a negative impact on the transport network. If they did not manage this when the development was happening, it is their responsibility to do it now. As a compromise, I might consider a small subsidized toll acceptable of, say, \$1 or \$2 (peak), that residents pay for the convenience of using the road. However, \$4 is simply unacceptable. The vast majority of people using the road would be those stuck at the other end of the traffic woes, on the peninsula. These suburbs represent people who a) already have to spend the most amount on petrol to get to work, and b) tend to be lower income earners (house prices in suburbs such as Stanmore Bay reflect this). Therefore, these are the people who are least likely to be able to afford to pay \$8 a day. I certainly cannot, and I am not even a particularly low income earner. Particularly with petrol prices as they are currently. I have a long commute to work in Mt Albert, and I cannot afford to spend \$8 per day on top of the huge cost of petrol. Residents living predominantly in the areas of development that have caused the current traffic issues, such as in Silverdale, Red Beach, would be less likely to use the road as they already live closer to the motorway, therefore, tolling the road penalises pre-existing residents that have had no contribution to worsening the traffic issues. |
| 464 | Individual | Yes, but I suggest some changes. | Very expensive to charge \$8 each way for the full trip. Would support this being \$2-4 each way and comfortable with it being a toll road. |
| 465 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Get the project done! |
| 466 | Individual | Yes, but I suggest some changes. | Build 4 lanes not 2. Happy to pay on going costs. |
| 467 | Individual | No, not for this new road. | I am convinced that not all new roads in NZ are built with a toll. This road needs people to use it to solve massive congestion issues in Silverdale...it isn't about having people pay for extra speed or convenience. Funds are already earmarked to pay for it so on what level is it fair to issue yet another transport-related tax onto Auckland residents? Answer...it isn't. |
| 468 | Individual | No, not for this new road. | Travel costs are already sky high so tolling will add more expenses |
| 469 | Individual | Yes, but I suggest some changes. | With a separate toll point near Stillwater, a lot of drivers would use the bridge to get to/from Whangaparāoa and use the Duck Creek road to avoid extra tolls. This road is not suitable for any more traffic and any accident would block the whole Stillwater. |
| 470 | Individual | Yes, but I suggest some changes. | I am a resident of Whangaparāoa and we need the Penlink to alleviate congestion through Silverdale and reduce the travel time to the North Shore. While I support the road being tolled this is only so we can get the road built after nearly 40 years of bureaucratic delay. As residents of the Hibiscus Coast we already contribute toward Auckland roading Network through Annual Vehicle License fees, Road User Charges and the Auckland Regional Fuel Tax? The construction and maintenance of Auckland's Road Network would come from the revenue gathered from these Revenue Streams? Why do Penlink users need to contribute more for maintenance of this road specifically. I rarely use the Waterview Tunnel, SH16, SH18 and SH20 but I am indirectly paying for their maintenance through the afore mentioned methods but there are no Tolls on those roads for direct user pays as is being suggested here for the Penlink? |
| 471 | Individual | No, I do not support the tolling of any new roads. | I don't think it's fair. Transmission Gully, waterview connection haven't been tolled why this one ?? I pay my road tax the same as every other road user. Why hit me for more than others? |
| 472 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 473 | Individual | No, I do not support the tolling of any new roads. | We already pay roading taxes and petrol taxes for new roads, also it should be four lanes not two. |
| 474 | Individual | Yes, but I suggest some changes. | 1. By repeating an earlier toll you are wasting money 2. The highway should be 4 lanes 3. The 'variable' toll rate is ingenious and not required 4. Waka Kōtahi has watched the peninsula population grow for many years until the roads are choked and still persists in wasting time. 5. Make the toll pay off some of the capital costs, (user pays) and get some more projects underway. |
| 475 | Individual | No, not for this new road. | Understandable that the money has to come from somewhere. However, we already pay more petrol tax, rates, and standard living costs than other areas of the country. Aucklanders continue to face constant financial bottlenecks to keep Auckland moving forward. The reality is, future planning should have been done a decade ago to cater for an outer Auckland train loop into the CBD that joins with the western line on the other end. This would connect the western line with the northern line. Supporting roading infrastructure and parking is a must. NZ is a small country, people will always drive or have a need to and shouldn't be penalised for doing so. Every household will always have a car; as soon as you leave Auckland; e.g holidays, you need one so people will continue to use them. We already pay exorbitant road related taxes including petrol taxes. Trains are faster and far more reliable. If the environmental spin was an honest, genuine one the council would have put a train line on the east and west side of the shore... problem solved. People will lose houses and would cause significant backlash from the public, but at least I'd believe the environmental spin. If the environmental concerns was a genuine one, the road wouldn't be built in the first place. Honestly, I'd use public transport if it were a train. I used the train out west Auckland whenever possible and so do most people I know. I think Penlink is needed considering the considerable amount of housing going in, but I don't think it's fair to penalise Rodney even more. The rest of Auckland doesn't get tolled, so why should we? |
| 476 | Individual | Yes, but I suggest some changes. | I believe it should be one price for penlink save money not to charge for peak hours. |
| 477 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I would respectfully suggest an E toll system to automate payment. The excess pot of funds will also help cashflow the ongoing maintenance. |
| 478 | Individual | No, I do not support the tolling of any new roads. | I will not support any toll road use |
| 479 | Individual | No, I do not support the tolling of any new roads. | We already pay for road maintenance in our fuel taxes |
| 480 | Individual | No, not for this new road. | That is what we pay ever increasing taxes for!!! |
| 481 | Individual | No, I do not support the tolling of any new roads. | We already have one toll road in this area (tunnels outside Orewa on HW1). Why should we have another? |
| 482 | Individual | No, not for this new road. | This link has been discussed for more than 20 years to provide an alternative route for the peninsula and to ease traffic on the main highway. Tolling it means a significant number of motorists would elect to use the existing free route defeating the purpose. The consultation document lists 4 "benefits of a tolled Penlink" but those 4 benefits apply irrespective of whether the link is tolled or not. There is no guarantee that any toll would be used specifically for ongoing maintenance - the document says "could". Variable tolling and 3 toll booths is complex and confusing for such a short 7km trip. NZTA should instead look to introduce a congestion charge during peak times on the main routes into Auckland. What is the rationale for tolling Penlink and not the new Puhoi to Warkworth highway? |

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| 483 | Individual | No, not for this new road. | I think if the government was fair the toll price should reflex a lesser price and have the project paid for over a longer time frame. This road is long over due and with the raise in petrol and diesel prices in the last 2 years the residents should be given a break at least for the 1st few years. |
| 484 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am willing to pay if it makes it open faster please just get it up and running, it's a nightmare getting in and out of Gulf Harbour at peak time and emergency services can't get here quickly. |
| 485 | Individual | No, not for this new road. | By building Penlink there will be benefits for those who do not use it. With Penlink there will be less vehicles in the growing Silverdale area. Therefore the Silverdale, Orewa and Millwater motorway users will benefit without having to pay a toll. |
| 486 | Individual | No, not for this new road. | I am totally against building Penlink. After it is built our area will be greatly diminished in its peace, nature for the animals, for health of environment, due to noise and traffic. And I must pay as well? No. Just don't build it. |
| 487 | Individual | No, not for this new road. | Should our taxes, regional fuel tax etc. not fund these new roads that are not just simply keeping up with infrastructure requirements of a growing population? Population growth has largely been driven by immigration settings of successive governments. Wasteful Government spending is out of control, why not look there first for extra money. |
| 488 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need more direct routes and shorter travelling times |
| 489 | Individual | Yes, but I suggest some changes. | Residents of Whangaparāoa should not be tolled to use this road, as tax is already being levied to provide for a good quality of service. The Penlink will be used to take my children to school everyday, and a daily added expense twice a day will make it extremely unaffordable to use. All visitors to the region should definitely pay a toll. There are a number of beaches that are regularly visited by people from other parts of Auckland, and they should pay to use the road. |
| 490 | Individual | No, I do not support the tolling of any new roads. | the funds should be payed for by road user chargers and fuel tax not tolls |
| 491 | Individual | No, I do not support the tolling of any new roads. | This area will have to pay tolls on two roads. The Johnstone Hills Tunnels and now Penlink. All other areas of Auckland get their road without additional charge. I hear that HW1 motorway extension to Warkworth may also be tolled? Are the folk in other parts of Auckland special? |
| 492 | Individual | No, not for this new road. | Why should the residents of the peninsula be charged to help reduce traffic in Silverdale!! |
| 493 | Individual | No, not for this new road. | Those toll prices are too high. Drop all of the light vehicle tolls by \$1 and I would be ok with them, IF a percentage of the money raised is allocated to protect/ restore natural habitat in the immediate area. |
| 494 | Individual | No, I do not support the tolling of any new roads. | Roads outside of Rodney aren't tolled. Only roads within Rodney are proposed as tolled. We aren't all cash cows. Gentrifying Silverdale/Warkworth may be great for income for the rates. But there's a lot of us have always been here. We don't have six figure incomes. We have fixed ones. We moved out because the houses were cheap. That they're not now is the local government's fault. Just stop it. |
| 495 | Individual | No, not for this new road. | I cannot see why the Hibiscus Coast community has to bear the brunt of tolling in NZ. Why weren't the New Transmission Gully and Christchurch North and South Motorways equally tolled. I am not against tolling but NZTA must endeavour to spread the cost nationwide. |
| 496 | Individual | No, not for this new road. | Because I don't live there, never used the rd and never will. |
| 497 | Individual | Yes, but I suggest some changes. | I do not support the peak time option. Some people may not have a choice of time for their journey and we do still want to encourage use of the road. A higher peak time toll is not always fair. |
| 498 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Better road maintenance and upgrade to four lanes ASAP |
| 499 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Population of HBC areas so high since last few years but no project to ease the traffic especially from Oteha to Whangaparāoa Road. Totally support the toll road so people can choose like Johnstones Hill Tunnels. |
| 500 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | stop wasting time and do the road which has been promised for over 30 years. it's a disgrace to still have one way in and one way out for such a large population |
| 501 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | High income area. People can afford it and more revenue to improve other transport modes. |
| 502 | Individual | No, not for this new road. | It has been 30+ years since the government talked about Penlink, if the government build this earlier it would not be an issue. Government is also collecting additional tax on fuel so double dipping in my opinion. The people on the coast has been waiting for years and it will be a good will gesture by no tolling this road. Why is the government not tolling other roads like western ring route and Waterview tunnel but asking people in the coast to pay for what they have deserved for years. The government owe the people on the coast for this road for FREE. Also it should be 4 lanes not just 2x. |
| 503 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 504 | Individual | No, not for this new road. | Tolls would discourage regular users therefor would not have the desired effect of reducing traffic on Whangaparāoa Road. |
| 505 | Individual | No, not for this new road. | I am not pro Penlink as I am aware this infrastructure will bring noise, air, tyre and oil pollution to my local environment. I regularly swim in the Weiti river and would like the local ecology to improve rather than get worse. This being said I am aware this project is going ahead regardless of my personal feelings. If this road is to be tolled I think that Stillwater should not be tolled to use this as this is the community that is negatively affected by the construction of the Penlink. As a offset to having our peaceful connuty disturbed, the Stilwater residents should be able to use this infrastructure for free. Whangaparāoa residents can pay the toll as they are the community that has been actively pursuing the construction of this infrastructure for decades. |
| 506 | Individual | I am unsure | Think the toll price is quite extreme at 4 dollars |
| 507 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 508 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I live in Whangaparāoa and I can see this will benefit many road users |
| 509 | Individual | No, I do not support the tolling of any new roads. | If the road has a toll, it will open the floodgates for new and existing road tolling. I will only support toll the road if the petrol tax has reduced |
| 510 | Individual | No, not for this new road. | |
| 511 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink is 35 years overdue. In 2008 it was announced it would be a Toll road. The congestion in and around Red Beach and Silverdale is already unbearable and Penlink will save so many people in time and money. Another exit from the Peninsula is also needed for safety |
| 512 | Individual | Yes, but I suggest some changes. | Two lanes is too small, and there will be congestion in the morning and at night. 4 lanes would be better, think of the future growth on the peninsula now and not in a few years time and then have to spend double or triple to add more lanes. |
| 513 | Individual | No, I do not support the tolling of any new roads. | Fuel tax/levy already collect for these roads |

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| 514 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think that the toll system described is fair and support it. |
| 515 | Individual | No, not for this new road. | |
| 516 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 517 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It makes good sense |
| 518 | Individual | No, not for this new road. | Because people coming from Whangaparāoa will now get off at Duck Creek Rd to bypass the tolls from Stillwater onwards. This will cause mass congestion on this already dangerous road. Toll the bridge only. |
| 519 | Individual | Yes, but I suggest some changes. | Do not agree with variable toll charging (charging higher during peak) as this will not result in easing congestion along Hibiscus Coast Highway and Silverdale intersection. |
| 520 | Individual | No, I do not support the tolling of any new roads. | We pay taxes to maintain roads |
| 521 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just get on with it-no more delays!! |
| 522 | Individual | No, not for this new road. | Penlink should be done for people living on the Peninsula. A lot of people wouldn't use it if it is tolled and the congestions on SH1 would get heavier and heavier with all the new house developments in the area. |
| 523 | Individual | No, not for this new road. | because similar new projects like the waterview tunnel are not tolled, people on Hibiscus Coast have paid for light rail which we'll never use, it's unfair to toll the one thing that we get |
| 524 | Individual | No, I do not support the tolling of any new roads. | If any Government cannot run a country without placing further financial burdens as well as taxation on its people to provide necessary services and construction such as roads they are not a government that is doing its job |
| 525 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Merely adds to congestion. Should be light rail only. |
| 526 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 527 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 528 | Individual | No, not for this new road. | We pay and have paid more than enough for our roading network and you want us to pay for one lane each way. You are a joke |
| 529 | Individual | No, not for this new road. | Stillwater residents are severely impacted by the scheme and should not have to pay Tolls to use the road which we do not want |
| 530 | Individual | No, not for this new road. | Aucklanders had a 10 cent per litre imposed 1.7.18 specifically to cover projects such as Penlink therefore why should we then have to pay a toll on top. |
| 531 | Individual | No, I do not support the tolling of any new roads. | We are taxed enough with road taxes, fuel tax, car regos, and our income taxes are already being used to fund the build of the road and bridge. |
| 532 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Fair and equitable solution in respect of this important traffic corridor |
| 533 | Individual | Yes, but I suggest some changes. | Toll too expensive. \$40 pw x 48 weeks, \$1920 pa Suggest \$2.50 for full trip |
| 534 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need to get used to toll roads that as in most countries provide efficient safe and practical solutions to infrastructure bottlenecks. There is always a non tolled alternative. User pays |
| 535 | Individual | Yes, but I suggest some changes. | Tolls should be lower as people are already struggling with the cost of petrol, food prices, rent etc already at an extreme high. |
| 536 | Individual | No, I do not support the tolling of any new roads. | We pay our taxes And our gas taxes and that's for building roads. You are so inefficient at building roads that if you got your s*** together and actually learned to run an efficient department there would be enough money to build more roads. Allowing you to start charging tolls would only allow you to be more inefficient. If it was up to me I would fire the lot of you. |
| 537 | Individual | Yes, but I suggest some changes. | I think the road (particularly important with the bridge when built) to be 2 lanes each way to cope with the amount of traffic. |
| 538 | Individual | No, not for this new road. | Tolling should be spread around the country, not all lumped on the people of Rodney District. Start tolling the Waikato Expressway, Transmission Gully etc. Why should the people of the Hibiscus Coast be faced with toll roads whether heading north or south? It is essential to the freeing up of congestion through Silverdale that as much traffic as possible is diverted on to Penlink, otherwise the project won't deliver the benefits claimed in justifying the project in the first place. |
| 539 | Individual | No, I do not support the tolling of any new roads. | Petrol has gone up so much no one can afford extra costs getting to work, it's just a new road which the Govt should pay for! |
| 540 | Individual | Yes, but I suggest some changes. | Agree with tolling but 2 lanes will not be sufficient so please factor in money gained from tolling could be used to pay for 4 lanes |
| 541 | Individual | No, not for this new road. | Makes it unaffordable for majority of population to use. Also unfair given various new roads built that haven't been tolled eg Transmission Gully |
| 542 | Individual | No, not for this new road. | We already have fuel tax and regional tax when we purchase petrol. As per the government the funding will be used to build new roads. We have a tolled Johnson tunnel and now Penlink. Why are the projects North of Auckland tolled and the others not? |
| 543 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink only provides benefits to a small proportion of the population and will exacerbate the traffic issues on the Northern Motorway |
| 544 | Individual | Yes, but I suggest some changes. | I think the idea is good but the fares for a 7km stretch of road a quite steep. The public should be told what the revenue collection will be and how it will be used. That's only fair to the dense population now residing in the area. The heavy vehicle fares should also be increased as that mode wrecks the road quicker than cars. There should also be a concession for commuters like in Melbourne who travel over the bridge and back each day. |
| 545 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 546 | Individual | No, not for this new road. | Penlink is being built to avoid the current overcrowding on the Peninsula main road and to avoid the situation (that has happened at least twice in recent years) where a serious car crash has shut down the only road out of this area and trapped hundreds of people on the Peninsula, unable to go to work, doctor's appointments and other important and necessary destinations. Tolling Penlink will simply mean that people who live in the Peninsula will not use it, meaning the whole thing will have been a waste of time and money. Why is petrol and rates so expensive on the Hibiscus Coast if it isn't for significant projects like this? |

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| 547 | Individual | Yes, but I suggest some changes. | I think the toll amount being outlined adds up and a lot of people who commute daily would struggle with this investment. The ferry isn't really an option given its lack of service at times therefore this link has to be usable and affordable. |
| 548 | Individual | No, not for this new road. | This 'Penlink' is essential with all the new development allowed to occur in recent years (and ongoing) both on the Peninsula and in and around Milldale, Millwater etc. We in Auckland already pay a premium for being on the roads through Fuel Taxes etc. This road is essential and to penalise users is wrong and counter productive |
| 549 | Individual | No, not for this new road. | Roads are currently congested, we already paid for the road with taxes. |
| 550 | Individual | No, not for this new road. | Why do we pay petrol taxes etc which are meant to provide for new roads then hit with tolling as well. It's called double dipping. |
| 551 | Individual | No, not for this new road. | The congestion around the Silverdale interchange has been caused by rapid growth in commercial and residential construction with no real improvements in the road network. The roads should have been improved first before building thousands of houses and creating a new town centre. I see no reason why local residents should be forced to pay for a problem created by central Government. The money is already coming out of tax paid so tolling should not be considered. Poor public transport around the peninsula and into Auckland has contributed further to the congestion. Eg. no longer any bus service to Arkes Bay. The wider transport issues around the area and region are not addressed by creating unused cycle paths in central Auckland. Instead of light rail to the Airport which no one will use how about a light rail north of the bridge? |
| 552 | Individual | No, I do not support the tolling of any new roads. | I do not support toll roads Why are they only in two areas of New Zealand? Tauranga and Hibiscus Coast, this is like an envy tax. You caved in when Northshore to Westgate motorway tolling was suggested Either toll all motorways or toll none Also, the current plan is to only build a one lane highway at first, this is highway robbery making you pay to use a 1 lane road, that speed will be dictated by the slowest vehicle and no way to overtake. Many will continue to drive via Silverdale. One of the main reasons to build Penlink is to Shorten trip from Whangaparāoa to the Northshore; Reduce the traffic, diabolical congestion thru Silverdale and Whangaparāoa Rd towards Silverdale; Provide a 2nd road access to Whangaparāoa; Reduce fuel consumption and pollution thru faster shorter trips. |
| 553 | Individual | No, not for this new road. | I do not think it should be this expensive when you look at the congestion at Silverdale. It should be these prices return. |
| 554 | Individual | No, not for this new road. | We already paid for Penlink tenfold with all the taxes we pay |
| 555 | Individual | No, not for this new road. | Aucklanders and NZ's are already paying so much for infrastructure, in multiple taxes and rates. You have plenty of our money, get better at budgeting and use it more wisely. \$1,920 per vehicle, (per person if they can't car pool), per year to use Penlink each day for work with the promise it would save commute times is ridiculous. |
| 556 | Individual | Yes, but I suggest some changes. | I feel that this particular road will be used mainly by the locals, normally i disagree with tolls but on this occasion i think it's a good idea, i thought the Puhoi tolls were wrong but on this occasion i think that if it helps get it built faster then tolling would be good, why three tolling points though?? |
| 557 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays, pay for the convenience of an easier trip |
| 558 | Individual | Yes, but I suggest some changes. | To get the maximum benefits from this you need to have as many people using it as possible. The proposed fee would be a turnoff for many who use the link on a regular basis. |
| 559 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | user pays but it needs to be a minimal toll |
| 560 | Individual | No, not for this new road. | We pay our taxes for these roads. Other parts of Auckland have seen far bigger projects without being tolled. A toll on this road is unfair. |
| 561 | Individual | No, not for this new road. | As someone that lives in that area, I don't believe it should be tolled as multiple people will be paying 6 tolls a day. Penlink should already be further in the works by now as new estates and buildings are built around the coast. There should be easier ways in and out. It is getting life threatening. A friend who lives in army bay started giving birth one morning and had to go through peak hour traffic in labour and ended up having to give birth in an ambulance in Silverdale because of the time she spent in the peninsula traffic. If there had been Penlink she may have gotten to the hospital in time and had a safer delivery |
| 562 | Individual | No, not for this new road. | we already pay a surcharge on our fuel for roading, the only other toll roads are in Auckland and Tauranga. Where is the equity? fuel taxes or tolling, can't have two or more bites for the same thing under different names. this should have been built years ago as planned a 4 lane road, it is going to just be another under costed project like Transmission Gully, originally costed @ 160 Million now 3.5Billion and still not open, and no tolls in sight for road users there not political to tax Wellingtonians, too many Govt workers? |
| 563 | Individual | No, not for this new road. | "Penlink" has been "coming soon" for years. Why would you toll a road that is needed to resolve the traffic issue. Waikato's expressway isn't tolled. What happened to all the money put aside for this for the past few decades? Local elections have been using this campaign strategy for so long. Also, why would you also toll getting off the motorway to use eastcoast bay rd? |
| 564 | Individual | Yes, but I suggest some changes. | The toll is currently WAY too high. Most users will not be able to afford it and not use penlink, rendering the changes achieved useless. It needs to be \$2.40 like other local tolls. |
| 565 | Individual | Yes, but I suggest some changes. | \$4.00 one way from SH1 to Whangaparāoa is too high as it means \$8 return trip daily for commuters. Especially considering the rising fuel prices |
| 566 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I live in Orewa, so if I want to use the tunnel I pay the toll. So if I want to use this new road to go to Whangaparāoa then I should pay too. |
| 567 | Individual | Yes, but I suggest some changes. | I'd be happy to pay a toll if the road was made 4 lanes for future proofing. Doesn't the new fuel tax that this council/government has implemented cover the 2 lane plan? |
| 568 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Provide discounts to the Penlink commuters and couriers who use the road on a daily basis. For example, (1) one free trip per every ten paid trips; (2) charging users monthly on a discounted price - assuming two trips per day. |
| 569 | Individual | Yes, but I suggest some changes. | 2 lanes is not enough. Toll it but justify it by making it wider to accommodate all the traffic and future traffic congestion. 2 lanes all the way to gulf harbour just crawls. Bridge will be the same |
| 570 | Individual | No, not for this new road. | |
| 571 | Individual | No, I do not support the tolling of any new roads. | We already pay for roads on NZ |
| 572 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Being only two lanes, tolling might help ease traffic flows |
| 573 | Individual | No, not for this new road. | We pay more than enough in ruc, fuel excise and Auckland regional fuel tax. Toll would be greedy and unfair. |
| 574 | Individual | No, not for this new road. | I'd like to see the 'road tax' I pay for when I'm using my petrol lawnmower, chainsaw, hedge trimmer etc, be used to pay for this. |
| 575 | Individual | Yes, but I suggest some changes. | I think there should only be the toll spot, after the bridge, for Whangaparāoa only, not also those in Stillwater or Redvale etc. |
| 576 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As a community, we have long advocated for Penlink, and we now need to support its successful operation to reap the benefits. The NLTf has to support all of NZ's roads, so variable tolling gives us direct support instead. |
| 577 | Individual | No, not for this new road. | Provides safe roading for the people of Hibiscus Coast. Should not be tolled and should be 4 lanes as we need to future proof the access to a growing area that will provide growth to the area |

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| 578 | Individual | Yes, but I suggest some changes. | I am happy for the full length of the road to have a toll, even to duck creek, however charging to use the off-ramp to east coast road is greedy and unfair. |
| 579 | Individual | No, not for this new road. | Aucklanders are already paying an additional 10c per litre for fuel to fund roading. Tolling would be just another tax grab. |
| 580 | Individual | No, not for this new road. | This road, in my opinion, is to ease congestion from all the new buildings around Silverdale, it will disrupt our lives with road works for the next 5 years and I pay tax, that's what tax is for, to build and maintain our network. I already catch a bus cause the motorway can not handle the amount of people from the north. |
| 581 | Individual | Yes, but I suggest some changes. | Tolling of roads should be done fairly. At the moment it appears as though those deemed more affluent are being tolled at the expense of others. All new roads such as Transmission Gully and the Mt Albert tunnels should be tolled. This would then be fair to all users. Not just the likes of the northern extension and the new Warkworth motorway - totally unfair. |
| 582 | Individual | Yes, but I suggest some changes. | I think to toll it the road should be 4 lanes and more future proofed. Then I think tolling is fair. |
| 583 | Individual | No, I do not support the tolling of any new roads. | Motor vehicle owners pay enough taxes at present. If you just got back to basics and built roads you wouldn't need to try and fund roads by other means. |
| 584 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User benefits. User pays. Simple. |
| 585 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | How can we give an opinion without knowing the toll cost. For \$ 1 we will all say yes but for \$30.00 nobody would agree |
| 586 | Individual | No, not for this new road. | With the new housing going in the government is already getting money from the rates and the extra cost in petrol we pay in Whangaparāoa |
| 587 | Individual | No, not for this new road. | The purpose of the toll road is to provide better access to the motorway for everyday commuters. As somebody who lives on the coast, if this road was a toll road I would prefer to continue using Silverdale entrance without the additional expense to increasing travel costs ie petrol. |
| 588 | Individual | Yes, but I suggest some changes. | The toll, which has always been recognised (and therefore needed no further consultation at a wasteful cost that could have been applied to construction), should only be if Penlink is 4 lanes (as is Whangaparāoa Rd) in places. |
| 589 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I don't agree with Penlink being built and believe that any funds it can generate are essential for pumping back into better public transport off the peninsula. |
| 590 | Individual | No, I do not support the tolling of any new roads. | This project has been a political hot potato for years and tolling is only now being used as a carrot to get it started. It's bad enough that its been reduced to 2 lanes from 4, but to now want to toll it is too much. |
| 591 | Individual | No, not for this new road. | Diverting traffic to Penlink will take pressure off Silverdale onramp benefitting more than just those using the link |
| 592 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. |
| 593 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Fair |
| 594 | Individual | No, not for this new road. | This new road has been a very long time coming & should have been in place years ago. So putting a toll on this road is unfair when we pay huge petrol taxes in Auckland. If you want to put tolls on this road you should toll all new roads throughout the country not just the roads in Aki & the BOP regions. |
| 595 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This project has been talked about for years and it needs a cash injection. It is a vital road as there is only one road in and out of the peninsula. |
| 596 | Individual | No, not for this new road. | The proposed tolls are too high. For a peak time traveller this is \$40 per week - \$2000/year. Far too much! |
| 597 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support the road construction and variable tolling method however the toll rates seem high |
| 598 | Individual | No, not for this new road. | The existing main road is no longer fit for purpose. This improvement is not for life style activities but a necessity |
| 599 | Individual | No, I do not support the tolling of any new roads. | Milldale and Millwater have put all the pressure on the coast, year after year the motorway has got worse and yet they will not be paying a cent for it! Not fair! You will more than likely not listen to what we prefer so my next thing is if it is rolled out the price is too high! It would cost me \$8 for a return trip to my work which isn't worth it for me so probably wouldn't use it anyway! |
| 600 | Individual | No, not for this new road. | It is only fair the government contributes wholly to this project. We already contribute as tax payers to the local economy. |
| 601 | Individual | Yes, but I suggest some changes. | I think the proposed toll charges are too high, other toll roads are \$2.00 and I feel this is a fairer charge. I also feel that new roads in other areas are not tolled so why is Penlink being tolled? |
| 602 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think tolling the penlink for the first 5 years at a low charge is fair |
| 603 | Individual | No, not for this new road. | The cost has blown out as government has failed to address the issue for many years. Why now should a user have to pay |
| 604 | Individual | No, not for this new road. | It is too expensive on top of the petrol tax we already pay. It would cost me an extra \$40 per week to get to work and that is too steep. At this price, I would not be able to use it. |
| 605 | Individual | No, not for this new road. | The road is giving access to a small COMMUNITY of Auckland with no huge attractions bar the beaches. We already pay higher taxes on fuel and for what reason? To also pay to not sit in an hours worth of traffic clogging up the atmosphere with more gas emissions just to get to a part of the motor way further along? Ridiculous we should be charged for something in the works for over a decade. We shouldn't have to pay for Auckland roads because a few locals earn an out the gate salary. Most people in the area aren't well off. JUST LET US GET TO WORK |
| 606 | Individual | No, not for this new road. | \$4 each way is a lot. For people who want to use the Penlink for daily commuting that would be \$1k each year. Other road tolls like the one north of prewar seem fairer as they are generally used for travel between cities. Penlink will be used for travel between suburbs so it seems unfair to have such a high toll. |
| 607 | Individual | Yes, but I suggest some changes. | While I think tolling this road would be good. It would need to be a guaranteed quicker route between Whangaparāoa and SH1 than the current route. With it being just 2 lanes with as many connections as it has, if they are not adequately designed to allow for seamless merging, or have traffic lights along this road, I do not see the time benefit becoming enough to be worth the extra cost. |
| 608 | Individual | Yes, but I suggest some changes. | Make it 2 lanes each way from day one. Make it a toll road to secure the construction. Get it done first time the right way and not cost so much more in the future. Safest building time is now. |
| 609 | Individual | No, I do not support the tolling of any new roads. | We pay more than enough taxes already and you guys waste our tax money on projects that we don't even want or need. Like stupid sculptures and things like that, rather than necessities that are actually needed for the country to function adequately. |
| 610 | Individual | No, not for this new road. | You didn't tell us why this road should be tolled for maintenance and no other ones are - stupid. |

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| 611 | Individual | No, not for this new road. | \$40 per week, per car is out of reach for most households. The council has been happily taking payments for consents for hundreds of new properties on the peninsula for years with full knowledge that the single road in/out is unable to sustain this increase in traffic and has delayed this connection being built that has been promised for years too. I have continued to pay my rates, taxes etc. even though everyone north of the bridge has no access to trains and discounted ferries and buses do not go near my work. All of which I pay for in those rates and taxes. Why do I have to also pay for a road to fix a problem that is only an issue because of short sighted town planning? |
| 612 | Individual | No, I do not support the tolling of any new roads. | This won't increase the speed and efficiency for transportation, its another budget cry and plea to increase more on Aucklanders, especially Whangaparāoa region. I would rather take the longer route to not be tolled. |
| 613 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We should pay for roads we use |
| 614 | Individual | No, not for this new road. | We already have a tolled tunnel to Puhoi. Many other far more expensive roads/bridges have been built with no tolls. It is unfair for the Hibiscus Coast to be forced into paying tolls when many other similar projects elsewhere do not. |
| 615 | Individual | No, not for this new road. | Tax and rates should provide enough money to cover cost |
| 616 | Individual | No, I do not support the tolling of any new roads. | The additional fuel tax is meant to pay for the roads, including Penlink. Tolls will be double dipping, unless the extra fuel taxes are removed. |
| 617 | Individual | Yes, but I suggest some changes. | Toll commuters, make it free for off peak |
| 618 | Individual | Yes, but I suggest some changes. | The fees are a bit steep. We are trying to encourage people to work for a living and not sponge off the working people taxes. Why not include a monthly concession for regular users? |
| 619 | Individual | No, I do not support the tolling of any new roads. | disgrace, road must be free that's why we are paying tax! and road and car rego. |
| 620 | Individual | No, not for this new road. | At two lanes, this is just a road. Do you charge to use the Orewa bridge when entering Orewa? If this was 4 lanes and a continued motorway rated connection then I'd reconsider a toll fee. BTW where's all the money from Auckland's petrol tax that could support this. |
| 621 | Individual | No, I do not support the tolling of any new roads. | We pay plenty of petrol taxes and gst on top . The gov't has enough of our money to build this. If they don't then they should look at why and then not build it. |
| 622 | Individual | Yes, but I suggest some changes. | Please increase capacity to more than 2 lanes. Currently there is no flexibility for buses which seems very dumb to me. |
| 623 | Individual | No, not for this new road. | Tolling within a highly populated area creates an expressway for people with higher incomes, while those who earn less have to drive the long way around. A Penlink politician once said that if the new toll road becomes too busy (because it now only has 2 lanes), he suggests to just put the toll price up so less people will use it. Absolutely shocking comment. But these sort of things will stay in people's minds and makes them oppose a tolling. |
| 624 | Individual | No, not for this new road. | We pay taxes etc and nothing gets done up this way and when it does you want to charge us for it. There is no toll on the water view tunnel for example. |
| 625 | Individual | Yes, but I suggest some changes. | Too expensive - many lower-middle class people choose to live on peninsula because it is cheaper but then they pay for it with fuel costs/tax. Silverdale off ramp is unbearable at peak hours - Penlink needs to be accessible which means low cost |
| 626 | Individual | No, not for this new road. | At this stage the planned route per km cost is almost double that of northern toll road. How is this possible. |
| 627 | Individual | No, I do not support the tolling of any new roads. | We pay enough taxes and fuel taxes as it is, we should not add additional tolling on top. |
| 628 | Individual | Yes, but I suggest some changes. | I see no reason or value for the 3rd tolling point between East Coast Road and State Hwy 1. This just over complicates things and unless there is a plan to toll every new on-ramp to the motorway it seems unfair. |
| 629 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's making sense for future maintenance costs and upgrades |
| 630 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because of time saved building new roads hopefully! This project must go ahead due to severe road congestion. The new roading must be approved after all these years with the increased housing and population. People might be upset with the thought of extra tolls. However if they had to drive the long way around though Hibiscus highway to the motorway, people will be spending more than a toll charge, versa petrol and car maintenance?.plus driving time to work. I think people need to be reminded of this. If / when tolls are introduced . :) |
| 631 | Individual | No, I do not support the tolling of any new roads. | This area is growing and needs government to maintain all roads not just some |
| 632 | Individual | No, not for this new road. | Proposed charges seem ridiculously high, especially just for ongoing maintenance/operations. |
| 633 | Individual | No, not for this new road. | It's an infrastructure for potential developments in Whangaparāoa. In fact, in the Silverdale precinct, the development covered by the precinct can only have 50% developed until construction for Penlink starts. It's the Government's responsibility rather than becoming a liability of the coasties. |
| 634 | Individual | I am unsure. | I don't want Penlink at all |
| 635 | Individual | Yes, but I suggest some changes. | because of time saved and petrol saved. Disagree that cyclist go for free. |
| 636 | Individual | No, not for this new road. | This road should not be tolled. Aucklanders pay enough tax to support this.. If a toll is absolutely required then just do it for the bridge otherwise its too complicated. . |
| 637 | Individual | No, not for this new road. | The suggestion for \$4 each way is unfairly expensive |
| 638 | Individual | No, not for this new road. | Govt could have built / maintained this road 10 times over with all the money it has wasted over the last 2 years |
| 639 | Individual | No, not for this new road. | This has been in the pipeline and needed for years, why should residents in the area pay, when they already pay rates and taxes. |
| 640 | Individual | No, not for this new road. | Recent and proposed roadworks north of Albany, such as the twin tunnels are already tolled, now it is proposed to toll Penlink. Extensive (comparable) new roading systems in South Auckland, the Waterview Tunnel, and the Upper Harbour Motorway, are not tolled, why should Penlink be. Is it because it is perceived that the Whangaparāoa Peninsula is a wealthy area and can afford to pay tolls? Many pensioners live on the Whangaparāoa Peninsula, so do many lower socio-economic groups that are already struggling financially. The proposed toll would unfairly burden them all the more. The proposed bridge should also be four-laned. An example of underestimating the volume of traffic usage is the Auckland Harbour Bridge, which was originally built with only four lanes despite the warnings that they would be inadequate. It is foolish and short-sighted to build the road to cater for two lanes only. |
| 641 | Individual | No, not for this new road. | I think without adequate public transport options provided (Ferries make no connections and are unreliable local bus connection to northern express is slow and often late) Penlink should not be tolled it will be a tax on an already heavily taxed network |
| 642 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 643 | Individual | No, I do not support the tolling of any new roads. | I already pay taxes + road tax, fuel tax etc. Why single out Penlink for a toll, is there a toll for Waterview tunnel? |
| 644 | Individual | No, not for this new road. | You are building this to help traffic load but at 2k a year per drive so 4k in house for myself and husband to use the road many will use old way due to cost. |

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| 645 | Individual | No, not for this new road. | The tolling is too much. The 10c petrol/ diesel tax in Auckland should pay for this. Tolling must be halved. People traveling to and from work won't use it regularly at this price and won't result in the reduction of congestion as hoped for. |
| 646 | Individual | Yes, but I suggest some changes. | Recommend you provide more transparency around what off peak times actually are and for a small amount of time saved say driving from Stanmore Bay Area through Silverdale at 0530-0600am there isn't much traffic. Increased tolling price during that time would discourage people using toll road thus making traffic worse. These days petrol price being a bit factor a 4 dollar each way extra will certainly effect motorists choices when that would equate to upto \$40 dollars a week extra in addition. The price must reflect a premium quality fast alternative not a two lane road and cycle way as a cyclist pays no extra for the convenience. 4 lanes or at least a three lane expressway with changing barrier like in Whangaparāoa road during commute times would draw motorists to really use it. |
| 647 | Individual | No, not for this new road. | Tolling ANOTHER road on north Auckland is an unfair and unjust way to collect more tax from jar working struggling people. Your new food in West Akl or South Akl are not tolled. Stop tolling the north, we already have to pay to use the tunnel to go north. Unlike west or south we have no trains and must use our cars to travel. DO NOT TOLL THIS ROAD.! |
| 648 | Individual | No, I do not support the tolling of any new roads. | Don't do it, Whangaparāoa traffic will be so bad 🚗🚗🚗🚗🚗🚗🚗🚗 |
| 649 | Individual | No, not for this new road. | Auckland has paid extra fuel tax to help this construction, if it was built with four lanes, I would consider paying a toll fee to help Penlink being built. |
| 650 | Individual | Yes, but I suggest some changes. | Two suggestions: reduce the off-peak rate to \$2 per trip (the tunnel is just over \$2 and it's way longer), and secondly, please consider making the "opposite to traffic" a 24/7 offpeak (as in, travelling from SH1 to Whangaparāoa in the mornings Mon-Fri off-peak also, same as travelling from Whangaparāoa to SH1 in the evening home-rush "off-peak" too (as there won't be any congestion in this reverse direction). |
| 651 | Individual | No, not for this new road. | We already pay for it. It is 10 cents in every litre |
| 652 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Roads are expensive to maintain and with the push to move people away from cars less money is coming in to cover these costs. Toll roads are very common in Europe. If you don't like it then take the free route. |
| 653 | Individual | No, not for this new road. | It penalises peninsula residents unfairly |
| 654 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 655 | Individual | No, not for this new road. | Most people using the road in peak hour are travelling to and from work and have no choice. Majority of people will use the road in full so the multiple tolling charges are unaffordable for work-going residents. If the toll is required, permits for toll exemption should be available for residents, we pay rates to Auckland council for this very purpose. |
| 656 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Roads cost money and we need penlink desperately |
| 657 | Individual | No, not for this new road. | Don't toll the road as it would mean people that are using it are not taking longer routes so that carbon pollution can go down. |
| 658 | Individual | No, not for this new road. | Was waiting for ages and finally approved to go ahead, but with a twist? Meanwhile lot of tax payers' money go to other stupid places. |
| 659 | Individual | No, not for this new road. | Why aren't south Auckland having to pay tolls on their new link roads? I feel like the north always are paying extra. |
| 660 | Individual | No, not for this new road. | We currently pay 10c per litre fuel tax in Auckland for the specific purpose of creating funds for transport infrastructure. Furthermore we already have a toll road on the Hibiscus Coast to head north on SH1. In addition the proposed tolls are outrageous. The other 3 tolled roads are \$1.90-\$2.90, why should a 7km stretch of road be tolled more than a 15km toll in the Bay of Plenty. The benefit of this road is beyond the people who will use it. People in Red Beach, Millwater and Silverdale will all benefit from less congestion. Finally, after over 20 years of delays this project has been downgraded to provide only 1 lane in each direction, and yet locals are expected to pay a toll! The inequity of this proposal compared to the development of other new roads in other parts of Auckland (there is no toll on the tunnel off SH16 to the Airport), and the rest of the country (there is no toll on Transmission Gully or the new roads north or south of Hamilton) is unconscionable. |
| 661 | Individual | No, I do not support the tolling of any new roads. | Why tolling some roads and not others |
| 662 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink needs to be maintained |
| 663 | Individual | No, not for this new road. | We already pay extra through a fuel tax in the Auckland region. Also this road has been planned for decades, please just build it |
| 664 | Individual | No, not for this new road. | I think the prices are unreasonable. I would use this road to and from work at peak times so \$8 a day return trip x 5 days a week is completely unreasonable. I understand the need for the toll but I think the pricing should be adjusted to \$2-\$2.50 for light vehicle. It is also unfair to punish peak time users with a higher price. Not everyone has the luxury of not working peak hours to make a living. |
| 665 | Individual | No, not for this new road. | Penlink has been needed for decades and many would consider the costs of building this road to be included under general infrastructure. |
| 666 | Individual | Yes, but I suggest some changes. | Tolling should only be for a fixed time and only for new roads that provide a tangible benefit of time saving and traffic flow. The amount should be modest so as not to significantly impact regular commuters. There also must always be a free alternative route available. |
| 667 | Individual | No, I do not support the tolling of any new roads. | Because it's f***** greedy |
| 668 | Individual | No, not for this new road. | Surely we're paying enough tax through fuel costs etc to cover the maintenance of this new road. Also, the developers who are making billions out of new housing in the area can also contribute. Penlink has been spoken about for around 30 years, I would like to know how much it's cost the ratepayers so far. So can we just get the thing built instead of talking about it for another 30 years! |
| 669 | Individual | No, not for this new road. | Road taxes are already excessive in Auckland. If land is allocated for dense development, road infrastructure should support existing residents. |
| 670 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Need a new road. Traffic congestion is too bad. |
| 671 | Individual | No, I do not support the tolling of any new roads. | Auckland is already levying 10 cents per liter on gasoline. This levy is going towards roading. Tolling would be additional and unjust. |
| 672 | Individual | No, not for this new road. | There is such a huge traffic problem on the coast which this road will help eliminate, however by tolling the road many people won't use it and therefore the traffic problem won't be fixed. Also there are many young families on the coast and if we have to pay \$8 per car per day this will cripple young families |
| 673 | Individual | No, not for this new road. | In Auckland we are already paying extra petrol tax. |
| 674 | Individual | No, I do not support the tolling of any new roads. | The land in Rodney is needed for more housing, infrastructure is part of all tax paying citizens to utilise. Without it once fully developed (the Whangaparāoa area), the area would be a mess. If tolls were in place to deter people from using it then simply make it a public transport lane, and fix that problem. There seems to be a cross in what is trying to be achieved here. It is either a road needed due to the housing shortage or it is a road for public transport and cargo - i.e light rail. Do not mix the two. We are either trying to fix a problem i.e cars on the road, or we are trying to allow the smooth flow of traffic due to the development that is needed to help slow the housing shortage issues. This is not a money making scheme for Rodney people to pay for otherwise, it would all be a user pays system. |

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| 675 | Individual | No, I do not support the tolling of any new roads. | |
| 676 | Individual | No, not for this new road. | It feels like on the Hibiscus Coast we have an unfair situation where homes are being built, causing the traffic situations and now 2 locations with tolls. Other areas are not being tolled. I would feel this was fairer if there were T2 buslanes which would encourage people out of single occupancy cars, and if tolling was more city wide. I would also be more keen if the cycle and walking lanes had proper plans to link to Albany and other local cycle networks |
| 677 | Individual | No, not for this new road. | Why can't this be funded by the extra petrol tax being taken to fund Auckland roads - this is an Auckland road |
| 678 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it's fair as the penlink will be serving a small part of the population. |
| 679 | Individual | No, not for this new road. | Unfair on the residents living in the area as they have already paid out enough in time and wasted money over the lengthy number of years it has taken to get to this stage. |
| 680 | Individual | No, not for this new road. | This road has been promised for decades. The people who live there should not be expected to pay a toll when they have been paying road taxes that have helped to pay for roads in the South Island for many years. This seems to be forgotten by politicians - check the records. |
| 681 | Individual | Yes, but I suggest some changes. | Make it a four lane highway instead of two lanes which is a waste of time, with concessions for locals to encourage use. Say a standard annual fee for people with a postcode within the Whangaparāoa region. |
| 682 | Individual | Yes, but I suggest some changes. | You only need to toll the bridge. Can you confirm that it will be two lanes each direction? |
| 683 | Individual | Yes, but I suggest some changes. | I think multiple users should have a weekly discount or a better ferry service |
| 684 | Individual | No, not for this new road. | Absolutely disgusting to charge for Penlink. Talking about it in the past 30 years as far as I know, charging extra petrol taxes ... rip off!! |
| 685 | Individual | No, not for this new road. | Silverdale round about is already packed during peak hours. The new road proposal should encourage people to use rather than discourage them by putting toll roads. Already people are paying enough on rates. |
| 686 | Individual | Yes, but I suggest some changes. | A shame that those who live further away on Whangaparāoa Road have to pay more (Stanmore Bay/Gulf Harbour). Our current travel time into the city is 1-1.5hr. A \$4 toll charge each way is nearly an extra \$40 a week to travel to work! I agree with a toll but an extra \$8 is a lot. I get that it needs to be controlled but most city business require you to commute in peak hours. Also is there a plan when traffic meets SH1 - more congestion? |
| 687 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The user pay model and graduated makes sense |
| 688 | Individual | No, not for this new road. | There is currently very poor public transport options for those that live in gulf harbour forcing you to drive. Tolls would be financially impactful to families who have no other travel option. It would only be fair to have a toll of there was also an improved ferry and bus service including weekend options and higher frequency. |
| 689 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays for a road is a tried and tested model. |
| 690 | Individual | No, not for this new road. | Not reasonable |
| 691 | Individual | Yes, but I suggest some changes. | Don't toll to get off the motorway and onto east coast bays road. We already pay 10c petrol tax for Auckland projects but none of it is being spent this up way |
| 692 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Supporting new infrastructure that will help/ease traffic conjunction now and in the future. You don't want to end up like Belmont/Devonport! |
| 693 | Individual | Yes, but I suggest some changes. | The maximum toll seems high compared to the \$2.80 for the similar length Puhoi tunnel toll. More people will want to use this road for daily commuting and the cumulative cost may be prohibitive. Perhaps there could be differing prices for people who live locally or discounted prices for outbound in the morning and inbound in the evening. |
| 694 | Individual | No, not for this new road. | The council have not upgraded the infrastructure for so long and allowed so much growth it is wrong to charge people for living in the area. Penlink will ease traffic congestion at Silverdale significantly which benefits all. Our road user charges should cover the cost of this road |
| 695 | Individual | I am unsure. | Is the money the Government made available not enough? |
| 696 | Individual | No, I do not support the tolling of any new roads. | if it was done when council bought all the houses on the route 20yrs ago the price would have been a 1/5 of cost and the people would still own their houses |
| 697 | Individual | No, I do not support the tolling of any new roads. | We pay taxes and road taxes |
| 698 | Individual | No, not for this new road. | This route would be used less frequently and by fewer cars daily than the water view tunnel which is not tolled. The proposed toll of this route would deter residents from using this road. Personally, using this road would cost me more money, and given I'm used to the commute anyway, I wouldn't use it if it was tolled. |
| 699 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 700 | Individual | No, not for this new road. | Tolling Penlink will decrease the number of potential users, which will decrease the benefits of Penlink for reducing load on the Silverdale Interchange. Road maintenance costs for Penlink should come from the same place as other Auckland roadways. A portion of rates, taxes and petrol levies should be used for this. If there isn't enough money for road maintenance, try wasting less on political virtue-signaling like harbour-crossing cycleway investigations. |
| 701 | Individual | No, not for this new road. | We already pay high national and Auckland specific fuel taxes to contribute to roading as well as general taxes. This toll would be yet another tax for what should be a core government and regional council service. |
| 702 | Individual | No, not for this new road. | Because the only alternative to get onto the peninsula is via Silverdale which will still be heavily congested due to work traffic. People who do not want to pay will still clog this vital part of highway through Silverdale to get home. |
| 703 | Individual | No, I do not support the tolling of any new roads. | Because we pay too much already in taxes, rates etc and this Government just blows it on stupid campaigns like the response to COVID. Jacinda can find it out of her own pocket after all the back handlers she's had from her masters/Pfizer |
| 704 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling will hopefully get the project started asap |
| 705 | Waikato District Council | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 706 | Individual | No, not for this new road. | What about the people who live in Stillwater already. It is not fair to force them to pay to leave their homes. |
| 707 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We feel users should pay to use the road. However, tolls need to be reasonable. |
| 708 | Individual | Yes, but I suggest some changes. | If Toll is too high Penlink will not be used and Silverdales congestion will remain |
| 709 | Individual | No, I do not support the tolling of any new roads. | Aucklanders already pay a fuel levy and the usual income tax and GST. The cost of living is getting more expensive. |

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| 710 | Individual | No, I do not support the tolling of any new roads. | We already pay heavy taxes, taxes on petrol and a special levy on petrol in Auckland. The cost of living in Auckland is extremely high. Why do we need to pay tolls for roads we already pay for as part of our taxes? |
| 711 | Individual | No, not for this new road. | Because I don't think it is fair for me who lives in Whangaparāoa to pay tolls to go and come back from work on daily basis. |
| 712 | Individual | No, I do not support the tolling of any new roads. | Road usage cost is already too high |
| 713 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 714 | Individual | No, not for this new road. | Get your share of the fuel taxes, road user charges and rates to pay for it. Whilst users are paying these a toll is just another tax. |
| 715 | Individual | No, not for this new road. | Morning tolls are unfair. It feels the mistake of making it only two lanes which could be too busy is being solved through restrictive prices in the mornings. |
| 716 | Individual | Yes, but I suggest some changes. | \$2 maximum for toll road use, proposed tolls are too high for the time/distance saved. |
| 717 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Sounds good, if it helps get it done then I'm onboard |
| 718 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling this new route that has a direct motorway connection will ensure that the government is able to capture some of the value that will be created by the new road. Capturing this value created by the government project is more fair to other New Zealand taxpayers. I think it would be worthwhile to also consider a targeted tax to ensure that value increases created by the interchange in the future urban zone are able to help finance the project. As it stands, the current owners of that space will receive a private windfall from a public project. |
| 719 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It sounds fair to me |
| 720 | New Zealand Police | Yes, but I suggest some changes. | |
| 721 | Individual | No, not for this new road. | Council have enabled over development on the peninsula. Residents have suffered poor roading and infrastructure choices here for many years. Residents should not be singled out to pay for bad planning when other parts of Auckland are not. |
| 722 | Individual | No, not for this new road. | Hibiscus Coast residents already pay road tax, vehicle tax and a higher rate of fuel tax, including covering the government tax on fuel. Whangaparāoa is becoming landlocked but still housing continues without any further transport infrastructure. There is essentially 1 road on and off the peninsula. We have suffered road traffic accidents preventing travel on and off the peninsula - horrific when emergency vehicles are prevented from reaching their destinations. A second point of contact with the 'mainland' is required urgently and should not be tolled. Plenty of funding seems to be available for other parts of Auckland - the rail, proposed light rail and Waterview Tunnel, for example - yet the Penlink project has been consistently postponed. The arguments put forward in your leaflet: shorter travel times; safe and reliable journeys; fewer carbon emissions and faster freight movement, are as a result of having a second, shorter route irrespective of a toll. These arguments would still apply if use of the road was free. |
| 723 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's been over 30 years of discussion, it needs to be built |
| 724 | Individual | No, I do not support the tolling of any new roads. | The tax collected already from ALL AucklandERS which is already unfair. It is a long overdue project that has been put off by so many governments already, that it could have been built and paid for many times over already. Each year it gets put on hold, the price to build it will just keep increasing! |
| 725 | Individual | I am unsure. | I accept that a staged toll for users would be necessary but I would like to know the proposed toll fee |
| 726 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The cost will be more than offset by the benefits to the area, being the rise in the Whangaparāoa property values and business activity as it will transform the commute to the area, particularly during peak commute times. |
| 727 | Individual | No, I do not support the tolling of any new roads. | Because we pay our rates and we pay our tax at the petrol pump which is supposed to be used for public roads. And here in Auckland, the council slap another 10 cents per litre on fuel. The Hibiscus Coast has one of the highest prices at the pump in the country. |
| 728 | Individual | Yes, but I suggest some changes. | The toll charge is too expensive, and East Coast road to SH1 should be free. |
| 729 | Individual | No, not for this new road. | We have been waiting for this road for over 40 years & we don't want to pay after waiting this long! We've paid a lot lot more while waiting! |
| 730 | Individual | No, I do not support the tolling of any new roads. | Governments has been spending millions of \$ in planning this project. They never disclosed Tolling of this link. I commute everyday for work to city and it will add \$8 per day and \$160 per week on top of gas. It sounds unfair. The Government has been developing only city area and the region is getting overcrowded. They should plan developing other regions in the country and spend more on this connecting projects rather than wasting money on planning cycle way across Harbour bridge. |
| 731 | Individual | No, I do not support the tolling of any new roads. | We pay taxes already. We need this road to help support the traffic on Whangaparāoa road. |
| 732 | Individual | No, not for this new road. | |
| 733 | Individual | No, not for this new road. | People just won't use it if it is tolled. Plain and simple really. An alternate route that isn't that much further will be more likely |
| 734 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it gets the job done then do it. Those that want the convenience will pay. |
| 735 | Individual | Yes, but I suggest some changes. | Expensive... Should not be over 2\$ |
| 736 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 737 | Individual | No, not for this new road. | It is too expensive, should be less than 2\$. |
| 738 | Individual | Yes, but I suggest some changes. | I can see the point of charging those who use the bridge, but a) tolling people who leave the motorway to join East Coast road is blatantly wrong. And b) it also seems completely wrong to toll Stillwater residents for using the road south to Auckland, they will be forced to endure lots of inconvenience while the road is being built, and to be honest using it will likely only save them 10-15 minutes maximum anyway. |
| 739 | Individual | No, not for this new road. | Government needs to pay for the cost of the growth in Auckland given it is the hub of economic growth and significant population growth. Tolling a state Highway is different as it usually captures a large percentage of people, this toll would apply to only Whangaparāoa residents and that population is finite. The benefits will not only be enjoyed by those paying the toll, but others who will benefit from the reduction in the traffic congestion at the Silverdale entry points. Interesting how the only toll roads that exist are in Auckland and Tauranga? How is that fair? How can government fund the build and not the running costs? |
| 740 | Individual | Yes, but I suggest some changes. | The toll prices between Whangaparāoa & SH1 are too high & should be \$1.00 maximum each way otherwise not many people will use the road. At \$1 each way more people will use the road and will generate more money overall |

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| 741 | Individual | No, I do not support the tolling of any new roads. | I don't support people having to pay for an alt route out of Whangaparāoa. |
| 742 | Individual | No, not for this new road. | Do not toll Penlink. The proposed pricing is greater than other toll roads - why? |
| 743 | Individual | No, not for this new road. | Road users are already taxed in other ways |
| 744 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This link has been overdue for years. Whangaparapara peninsula urgently needs to be opened up as traffic congestion is terrible. If tolling helps get it completed faster then we are all for it! |
| 745 | Individual | No, not for this new road. | "Benefits of a tolled Penlink" do not make any sense: Travel times will be quicker without a toll, journey will be safe and reliable without toll, improved public transport will drop carbon emissions, toll road will not impact on freight movements, the motorway will still be backed up to Lonely Track in peak morning traffic! Need dedicated bus lanes between Silverdale and Oteha Valley Road. |
| 746 | Individual | No, I do not support the tolling of any new roads. | Other similar projects are not being tolled in the same manner. Make all new similar projects user pays or none. |
| 747 | Individual | No, not for this new road. | The link is necessary infrastructure and not everyone will be able to afford to pay tolls particularly given the current cost of petrol. |
| 748 | Individual | No, I do not support the tolling of any new roads. | No other local roads or bridges in Auckland are being tolled so it doesn't seem fair to single out Penlink. |
| 749 | Individual | No, not for this new road. | The Silverdale interchange is already congested and the new houses at Milldale are only starting to be built. If Penlink is tolled then congested will still be a problem at the Silverdale interchange |
| 750 | Individual | Yes, but I suggest some changes. | It is to expensive... It should not be more than 2\$. |
| 751 | Individual | No, I do not support the tolling of any new roads. | We're already taxed to the eyeballs and what do we get for it? More taxes. Fix the short sighted c***ups from previous city planners who didn't plan for the growth we see today. |
| 752 | Individual | No, not for this new road. | This is required roading that has been delayed far too long. It will increase commerce and housing opportunities as new suburbs and businesses will form, generating more tax revenue. |
| 753 | Individual | Yes, but I suggest some changes. | Tolling during rush hour periods for private cars & bikes. Commercial vehicles should be tolled at all times. |
| 754 | Individual | Yes, but I suggest some changes. | I don't agree with the option to have a variable toll rate for different hours. The purpose of the road is to ease congestion so the hours used are irrelevant. I also think \$4 is very steep - none of the other toll roads in NZ are this expensive |
| 755 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays seems fair! |
| 756 | Individual | No, not for this new road. | Penlink is an alternative route which is needed for the safety of residents on the Hibiscus Coast. It is overdue and no thought has gone into the current roading issues when new subdivisions/developments have been allowed, which has caused congestion. It is a route that should be in a long time ago and it should be without tolls. |
| 757 | Individual | I am unsure. | There is no indication of prices, and other suburbs get bridges and roads for free, so why not us? Also can there be an AT involvement to shorten bus times e.g. Gulf Harbour to Auckland city busses? |
| 758 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is the best option, PLEASE GET ON WITH IT. |
| 759 | Individual | Yes, but I suggest some changes. | As a resident of East Coast Road I don't think it is fair for me to pay a toll to exit SH1 onto East Coast Road (if this is an option for me to access East Coast Road from the exit) |
| 760 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Is there any rational reason for making this road two lane? Surely it should be four lane - two each way - to future proof the road? It's much cheaper to do that now than it is to retrofit later. |
| 761 | Individual | No, I do not support the tolling of any new roads. | There needs to be a clear and consistent policy about tolling in NZ. The current approach seems advocating and opportunistic. |
| 762 | Individual | No, not for this new road. | Our petrol tax should be paying for it. |
| 763 | Individual | No, not for this new road. | There is significant benefit for the wider area in this link road not just those using it. |
| 764 | Individual | No, not for this new road. | I think we have already paid enough in tax on petrol/diesel and rates |
| 765 | Individual | No, I do not support the tolling of any new roads. | We pay taxes for roads so we should not be charged to use them. |
| 766 | Individual | No, I do not support the tolling of any new roads. | There will be no point if you build a road then toll it. We are already paying so much for petrol and regional fuel tax, tolling the road too is a joke. |
| 767 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I like the idea that you only pay for the part of the toll road that you use. |
| 768 | Individual | Yes, but I suggest some changes. | cause if you going to toll it why not make it 2 lanes both ways, cause then i wouldn't mind pay a toll, but if you're going to make it one lane each way, then i'm not going to pay for a toll |
| 769 | Individual | No, not for this new road. | This road should not have a toll, but if it has to have one, it shouldn't be more than 1 dollar one-way. |
| 770 | Individual | No, I do not support the tolling of any new roads. | The government currently has multiple revenue streams to provide roads that are fit for purpose. The current road isn't adequate and the new Penlink is required to bring the roading in the area up to spec. This cost should be covered by the current income the government is getting from income and fuel taxes. What is the 10c/litre extra Aucklanders have been paying for a couple of years been used for to date? |
| 771 | Individual | No, not for this new road. | Stillwater residents on the whole are not in favour of Penlink so tolling a road we do not want is of no benefit |
| 772 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support tolling and I think it's needs to be a 4 lane highway it will cost so much more to widen it later and just do it once do it right |
| 773 | Individual | No, I do not support the tolling of any new roads. | Tolling is an inefficient and regressive way to pay for transport infrastructure. It is much more fair and efficient to pay for the road with other taxes. |
| 774 | Individual | No, not for this new road. | First of all to expensive, it will cost me \$8 and my wife \$8 day so all together we will be spending at least \$80 a week (business days considered) on toll only, it's way over what I expect my fuel and amortization will cost per week. We may be happy with paying \$2 each way, not more than that. The other thing is cyclists are getting the free ride, why? If the \$4 price each way stays I'll be using the old road around. It's just too much. |
| 775 | Individual | Yes, but I suggest some changes. | If I am using the toll road 5 round trips a week I would be paying \$40.00/w. Petrol wise using the new round I would save about \$18.00, therefore my cost for using Penlink would be around \$22.00. Multiplied by approximately 40 work weeks we are talking close to \$900 per year -- it is quite a bit of money to save maybe 15-20 minutes per drive. I would hope that AT might consider running buses, using this route. The feeder into Silverdale service has added an additional 15 minutes to the commute all the way to the lower Shore/City, and an appropriate surcharge on the fare to use Penlink might be acceptable to bypass Silverdale. |
| 776 | Individual | No, not for this new road. | Make it 4 lanes and then you can toll it. 2 lanes is f***** stupid and won't last |

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| 777 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just give us penlink please |
| 778 | Individual | No, I do not support the tolling of any new roads. | It is already unlivable to pay for normal expenses here in NZ let alone tolls. This is will only make things worse for all of us. We should be able to access any roads without pay. It is unfair. It will make our community suffer and drive people away from coming out to Gulf Harbour etc. Make the area thrive by making Penlink FREE! You will help all businesses and attractions involved! Plus it will help Hibiscus Coast highway from all the traffic |
| 779 | Individual | No, not for this new road. | The whole point of Penlink is to alleviate the pressure off Hibiscus Coast Highway and enable people loving in Whangaparāoa an alternative route. Making it a toll road will defeat the purpose and penalise those who live on the peninsula. I strongly oppose enforcing this particular toll road. Hibiscus Coast Highway is atrocious and not designed to support the levels of traffic now flowing through to all the new developments in Gulf Harbour. |
| 780 | Individual | No, not for this new road. | Because this has been promised for 25 years and should have been a matter of course for the legitimate use of Auckland and central government budget. You are wasting our money because it will become cost prohibitive to commute to work every single day for so many people. |
| 781 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | it will make my travels to work from Hulf Harbour to CBD much easier and faster. |
| 782 | Individual | No, not for this new road. | This is just a 7Km piece of road, we pay Fuel and Road user charges already. Does the cost of installation warrant what will get back. We are charged again and again, but the roads are shocking every where, therefore make all road a toll charge |
| 783 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling reflects those who benefit paying some way for the benefit. Variable tolling by peak and off peak times aligns the cost to the level of benefit. We need a shared bike path and also only 1 lane each way (that is a 2 lane Penlink) rather than a 4 lane Penlink is justified by the traffic volume |
| 784 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is good, subject to cost of course |
| 785 | Individual | No, not for this new road. | I would be happier to toll if the penlink was going to be two lanes both ways. The fact it is only one lane each way doesn't not feel like it warrants a toll. |
| 786 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 787 | Individual | No, I do not support the tolling of any new roads. | I am already paying 10c a litre + 2.5c gst for improving Auckland. Silverdale in/off ramp is congested now & will only get worse with further development. Penlink will help alleviate some of that pressure |
| 788 | Individual | No, not for this new road. | The peninsula should not carry the cost of this road when the population in the area NEEDS a new road in and out of the area - not want but NEED. For a highway, a toll is understandable but for the population of the peninsula to get in and out of the area a toll should not be mandatory. If one road is blocked, the Penlink will need to be utilised and there will be population that will not be able to avoid the toll as the free route will be blocked. |
| 789 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolls are a great way of funding the ongoing maintenance costs - users should pay. |
| 790 | Individual | No, I do not support the tolling of any new roads. | We pay enough taxes to fund it |
| 791 | Individual | No, I do not support the tolling of any new roads. | It's what we pay income tax and fuel tax for. |
| 792 | Individual | I am unsure. | I think that too much time & money has been spent on the planning of Penlink already. I do not have the confidence that even now, that it will ever be completed. Don't waste any more money, if it was going to be done, it should have happened many years ago. |
| 793 | Individual | No, not for this new road. | I say no as the tolling is for a 2 lane bridge not a 4 lane bridge, this isn't what people wanted from the start. I would support tolling if it was a 4 lane bridge. Who knows if this bridge will support long term as the population of Whangaparāoa increases. Would people be happy paying a daily cost of using the bridge on top of other vehicle costs, only to be met with a chance of congestion on either sides of the bridge. In the long term tolling may lead to people just not using the bridge as it's the idea of paying for something that they shouldn't have to be paying for. Personally don't think tolling is necessary. If it does end up being tolled give a chance to buy a monthly or weekly bridge pass. |
| 794 | Individual | No, I do not support the tolling of any new roads. | It should not be tolled for residents |
| 795 | Individual | No, not for this new road. | |
| 796 | Individual | Yes, but I suggest some changes. | I compare it to the cost of travel now without the Penlink connection and based on those costs - I find it fair. NZTA should be transparent though that once the Penlink has been paid for - those Toll charges get reviewed downwards. |
| 797 | Individual | No, I do not support the tolling of any new roads. | Don't agree due to low income family we visit the area to gather resources as Māori that's our right, why should we pay for that. Enough money in councils to fund this and I'm sure local iwi trusts will get involved as well |
| 798 | Individual | No, not for this new road. | Penlink has been planned for so long that the probable users deserve a break. Also I hope that there are plans to widen the road! |
| 799 | Individual | Yes, but I suggest some changes. | Don't rip off motorbike riders. We pay the same as cars to use the tunnel near Puhoi and we do not contribute to traffic or congestion. Nor do we damage the road as much as cars. |
| 800 | Individual | No, not for this new road. | Penlink provides benefits to two groups. Firstly, those driving to/from the peninsula who will use the road and pay the toll. Secondly, those driving to/from Orewa and surrounding suburbs who will benefit from less congestion, but will not contribute via tolling. If a toll is only collected from half who benefit, then it is clearly not fair or equitable. This is especially relevant due to the intense development that is/has taken place behind Orewa which has contributed to most of the congestion. Will cyclists/pedestrians also be tolled, as this is a significant (and controversial) feature of Penlink? |
| 801 | Individual | No, I do not support the tolling of any new roads. | Patrol prices are already high and one way \$4 from Whangaparāoa to SH1 is ridiculous toll price. It means for work one has to spend \$7 on top of patrol cost. Further, the bottleneck at Upper Harbour exit will be same, so minor differences in timing. I would better choose fairee if I have more money. |
| 802 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Happy for tolls on a "user pays" basis |
| 803 | Individual | No, I do not support the tolling of any new roads. | Tolling the roads makes them less accessible for those with lesser income, reducing expansion except for the very wealthy. With transport and fuel costs already at an all time high it would be unfair to add additional charges to those that must commute to work. I already believe that the toll on SH1 should be removed for the same reason. |
| 804 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's fair. I support user paying for what they are using |
| 805 | Individual | No, not for this new road. | |
| 806 | Individual | No, I do not support the tolling of any new roads. | - Aucklanders are already paying a fuel surcharge to fund this type of project - This infrastructure is necessary to deal with the increase in traffic due to new properties being approved to be built in red beach / gulf harbour areas. |
| 807 | Individual | Yes, but I suggest some changes. | How do we know the toll income will be specifically targeted for this project in the long term? What has happened to all the land development Penlink funds collected over the past number of years by Auck Council?? Transparency needs to be seen on all accounts. Not explained away by red tape and flash meaningless words. |

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| 808 | Individual | No, not for this new road. | I don't think it should be a toll road as it will also benefit those getting on the motorway at Silverdale. I think if it has to be a toll road it should be for a period of time like the Auckland harbour bridge. |
| 809 | Individual | No, I do not support the tolling of any new roads. | There is only one way out of the Whangaparāoa Peninsula and I don't think it is fair to charge for a second exit. |
| 810 | Individual | No, not for this new road. | This road has been needed for decades with the thoughtless expansion of Whangaparāoa and Millwater/Milldale. Tax payers shouldn't then also be tolled for a road that's basically too little too late |
| 811 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling charges are a fair and sensible way of raising the finance needed for ongoing maintenance and operating costs |
| 812 | Individual | No, not for this new road. | I believe the government should pay for the upkeep of infrastructure. I do not see the any of the benefits listed e.g. it being more environmentally friendly as actually being impacted by the road being toll/untolled. |
| 813 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think that it is a realistic option however if the new road is open to cyclists they must also pay a toll. The road must be a double lane in both directions. |
| 814 | Individual | Yes, but I suggest some changes. | I do not believe that tolling for people who just want to get on (or off) SH1 and get onto East Coast Road is either reasonable or sensible for the following reasons: 1. The distance between East Coast Road and SH1 at Redvale is (at its narrowest) approximately 50mtr, so it seems petty to charge money for that. (and no other on/off ramp onto the motorway is currently being charged) 2. The primary purpose of Penlink is to relieve the congestion on Whangaparāoa road and subsequently the Silverdale interchange. I live in Lennon Access Road (so not on the peninsula) and currently the easiest way for me to get onto SH1 wanting to go to Auckland is to head north (the wrong way) up East Coast Road then onto SH1 at the Silverdale interchange, which is counter productive because it: 1. contributes to the congestion at the Silverdale interchange. 2. Takes more time (and fuel) 3. Consequently contributes to emissions, without in any way addressing the primary purpose of per above. |
| 815 | Individual | Yes, but I suggest some changes. | If only 2 lane then no heavy and large trucks etc must use it. It will always need fixing up. |
| 816 | Individual | No, not for this new road. | There are enough tolls on roads. The toll should be on the Auckland tunnels. Would pay for all of it. But nobody charges the city for anything. |
| 817 | Individual | Yes, but I suggest some changes. | There is not enough difference in the price for peak and off-peak, it is unlikely to be an off peak incentive. The price is also too high when compared to SH1 north of Orewa, this is a much smaller road, the price doesn't make sense. Also it is not clear if you include Motorcycles as light vehicles, they should not pay the same price - should be free or half price as they are half size |
| 818 | Individual | No, I do not support the tolling of any new roads. | Tolling this road will provide more revenue for more road building. This is not the answer to Auckland traffic problem. Also, there is little logic in building a new road to help traffic flow and then tolling it to discourage use. |
| 819 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Make sure it is easy for users to be able to pay and ensure it is clear as to what charges are. |
| 820 | Individual | I am unsure. | Ok with toll provided the cost is fair and explanatory i.e. tolled for 10years to recuperate cost - not indefinite |
| 821 | Individual | No, I do not support the tolling of any new roads. | Roads are a public good, and tolling is unacceptable, especially when other means generate income for maintenance and servicing of roads, including the regional fuel tax, registration costs and other such taxes. |
| 822 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 823 | Individual | No, not for this new road. | Tolling on the North Shore is already in place at Johnsons Tunnel and an unfair proportion of North Shore roads targeted for tolling compared to the rest of the country. |
| 824 | Individual | No, not for this new road. | We have waited for this road for too long. To toll it now is not fair. Traffic on the coast has been terrible the past 12 years we have lived here due to high housing development. Why should we be punished with tolls now |
| 825 | Individual | No, not for this new road. | It is a road connecting the country for all of kiwis to benefit from and therefore should be taxed by the whole of NZ, and not paid for by particular locals traveling to work each day |
| 826 | Individual | Yes, but I suggest some changes. | It serves a small peninsula population so it needs to be paid for somehow |
| 827 | Individual | No, not for this new road. | It sounds like travelling from Whangaparāoa or surrounding areas to the North Shore for school/work will mean having to pay road tolls every day, which is an unfair cost. |
| 828 | Individual | Yes, but I suggest some changes. | I think tolling a road that has been future-proofed (4 lanes instead of 2) due to the new regulations that are encouraging higher density living, residents are paying for a road that will be fit for purpose for many years rather than paying for a road that quickly becomes a traffic congestion problem and the original routes are the solution again. |
| 829 | Individual | Yes, but I suggest some changes. | 1. A one lane road in each direction is not a good solution. Considering the overall cost a four lane road would be (long term) a much better investment and traffic solution. 2) on-and-off ramps are known to cause traffic holdups. Suggest reduce by one Local Connections at the SH1 end. 3) if tolls are to repay loans taken up to build Penlink then they are sensible. |
| 830 | Individual | No, not for this new road. | The road is being built to cope with all the new developments and rapidly increasing traffic on our very under-developed road system. It is NOT a luxury alternative route but an essential upgrade. |
| 831 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I would use the road every day. Although it seems a little expensive, for me, the benefits far out way the cost. |
| 832 | Individual | No, I do not support the tolling of any new roads. | The inherent unfairness in penalizing those who have paid during their lifetimes for existing roads which will continue to fully service the needs of people who can afford to live in the areas where they exist. More "haves" and "have-nots" in our "Super City"! |
| 833 | Individual | No, not for this new road. | Price would be too high to use from Whangaparāoa- \$8 per day x2 vehicles- \$16 per day x5 days - \$80 per week |
| 834 | Individual | No, not for this new road. | The variations in tolls are too complex - KEEP IT SIMPLE. If anything, give regular users a discount for bulk paying in advance |
| 835 | Individual | No, I do not support the tolling of any new roads. | Already pay too much road TAX, where has our extra 10c/lt been going for the last few years. |
| 836 | Individual | | If you build it as four lanes then people will at least understand that it's an investment for the future and be more supportive of tolling it in general. As a two lane road it will just be gridlock all the time and no-one wants to pay for that. With the rapid population increase on the Whangaparāoa Peninsula in the last few years a proper 4-lane solution is needed - heaven help us if there is a civil defence emergency and we need to be evacuated.. we would have no chance. Bottom line - these tolls are way too high. I would support up to \$2 each way, no more. |
| 837 | Individual | No, not for this new road. | Why would this road be tolled when other new roads around the city (ie the western ring road and the tunnel link from the western motorway to the airport) and around the country aren't. |
| 838 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it's fair and people will still have the option to use the current route for free. Also, people may find the additional cost of paying the toll becomes negligible if you take into account the additional petrol and time it currently takes for them to commute with traffic etc. on the existing route. |

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| 839 | Individual | No, not for this new road. | Other core transport routes in Auckland are not tolled. Why disadvantage Whangaparāoa residents? |
| 840 | Individual | No, not for this new road. | Make it larger and future proofed a toll away. A two lane road is a 50 year old insult. And you had better improve the Northern Motorway capacity beforehand |
| 841 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road is well overdue. Ongoing maintenance will be essential and tolling provides a fair option for those who will use it. |
| 842 | Individual | I am unsure. | It is shorter than the Northern Gateway toll route and should not cost more |
| 843 | Individual | No, I do not support the tolling of any new roads. | Fuel has been heavily taxed in Auckland under the auspices of paying for roading. Pay up Labour government, you keep taxing us until we are half dead under the strain. Put your fuel tax money to the use it was designed for -pay for the road to be built, a 4 lane one, not a 2 lane one. |
| 844 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is a fair user pays option |
| 845 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Orewa,Silverdale,Millwater,Millbank and in the pipe line new development North of Wainoe needs another motorway access maybe to western motorway and toll pay is the only way to get the capital.....start with tolls now on existing motorways and get some capital!!! |
| 846 | Individual | No, not for this new road. | I am unsure of the reasoning behind making this road a toll road when there are no others in Auckland other than SH1 north of Orewa |
| 847 | Individual | No, not for this new road. | We already pay taxes, especially on fuel there is absolutely no reason to be tolling the roads too especially a road that is inadequate for the predicted amount of traffic |
| 848 | Individual | No, I do not support the tolling of any new roads. | That road would make a significant change to residents in Gulf Harbour, but even though the \$4 doesn't seem a lot over time it adds up! Lots of people will end up not using it everyday and in the end it won't make a change to the horrible traffic on Hibiscus Coast highway, Silverdale. |
| 849 | Individual | No, not for this new road. | Tolling of new roads needs to be consistent but it is not (eg. Waterview tunnel). Also, if tolled then it needs to be a decent road ie. 4 lanes all the way |
| 850 | Individual | No, not for this new road. | This road is going to be so inadequate. Development has been allowed with no regard to infrastructure - this road is necessary because of high density development which I do not agree with. And the road will bring more development which we don't have infrastructure capacity for. It will also bring more crime. |
| 851 | Individual | I am unsure. | The amount suggested (\$3-4) Seem extremely high. What is the estimated cost of maintenance and what is the estimated revenue that will be generated by tolling. Do they add up or will this just be a money making road. If more money is generated than used for maintenance can that be put towards cheaper public transport for the area. |
| 852 | Individual | No, I do not support the tolling of any new roads. | I DO NOT support tolling this road, or any other new roads in NZ. Because new roads should be funded centrally and this should be costed prior to the building of any new road. New roads are built to be used; pushing people to continue using the old road to avoids tolls defeats the purpose of reducing traffic on these routes. Tolling roads adds complication for drivers, especially those out of area (including tourists), and problems for those driving hire/work vehicles. |
| 853 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We have lived in Gulf Harbour for 15 years and are simply desperate to have the Penlink on any terms |
| 854 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We have lived in Gulf Harbour for 15 years and are simply desperate to have the Penlink on any terms |
| 855 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think the proposal is fair. Penlink should be a toll road ---there are alternatives |
| 856 | Individual | No, not for this new road. | |
| 857 | Individual | I am unsure. | I'm unsure about the variable tolling option - this is a new concept - I'm also not seeing sufficient differentiation between Peak and off peak. |
| 858 | Individual | No, not for this new road. | The Hibiscus Coast currently only has one way of exiting. I have lived in Whangaparāoa for 11 years and the idea of having to pay a toll on a road that has been needed for over a decade. |
| 859 | Individual | No, not for this new road. | This has been over twenty years in the making. Areas like Millwater have had their offramp funded for new development. This road is paramount for existing residents and crucial for the growth of the area. Tolling is unfair and fundamentally wrong. |
| 860 | Individual | No, not for this new road. | Because with the amount of extra taxes we have had to pay in the last 5 or so years under this regime it should have been built by now. If it needs to be tolled then get on with it - youve procrastinated about it for the last 20 plus years |
| 861 | Individual | No, not for this new road. | Road users already pay tax for these types of projects. Tolling it will mean people will avoid using it and with increased growth in Milldale area, Silverdale junction will just become more congested. Which is already a serious danger to road user given the long winding traffic jams that spew back onto the motorway. |
| 862 | Individual | No, not for this new road. | Residents of Auckland are already paying a fee in petrol on top of the additional taxes/rates for our services. This would be double dipping the public for a road which should be paid from the additional Auckland petrol tax on top of the petrol tax |
| 863 | Individual | Yes, but I suggest some changes. | It is pointless building 2 lanes only . With ever density in the region a two lane road will rapidly become a bottle neck just like Whangaparāoa road is now. 2 lanes is design for the past not the future. |
| 864 | Individual | Yes, but I suggest some changes. | If it is tolled it should not be forever and only be limited. also it needs to be clear what revenue it brings in and the costs that it is used for and the toll amount should be adjusted for actual costs. |
| 865 | Individual | No, not for this new road. | Two tolling points is very unequitable |
| 866 | Individual | Yes, but I suggest some changes. | Build it once and build it right. 4 lanes, bus lane foot and cycle path. |
| 867 | Individual | No, not for this new road. | Far too expensive when compared to other new road projects |
| 868 | Individual | No, I do not support the tolling of any new roads. | I am a rate payer and am currently paying urban rates within what is still currently classed as a rural area. As far as I am aware, there is a section within my rates that accounts for infrastructure expansion and maintenance. Don't see why anyone needs to pay twice. |
| 869 | Individual | No, not for this new road. | Penlink will be the main route and should be treated as a state highway |
| 870 | Individual | No, not for this new road. | |
| 871 | Individual | Yes, but I suggest some changes. | The Government must toll Penlink. There is no substantial commerce, port, nor industry at the end of Penlink. There is no greater benefit to wider Auckland for this road, unlike other roads the Government builds. If there is no benefit to wider Auckland, why should other Auckland's pay for this road. This road is only for people to get to their sea side property faster. When people bought their property on the Whangaparāoa peninsula, they knew there was only one road in and one road out with heavy congestion. If Whangaparāoa road was an issue for them, live somewhere else. They chose to live there - why should I have to pay for their beach lifestyle? There are plenty of nice places in Auckland to live, that don't need a new road. Government should not be spending resources on this project. Resources are already stretched. There are better projects to spend valuable resources on than Penlink. The total cost of this road should be funded by the people who use it. Toll this road! |

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| 872 | Individual | No, not for this new road. | What's the point of the fuel tax increase if you're just going to charge Aucklanders even more, to use the roads we are already paying for? 91 used to be less than \$1.80 a few years ago, I can't believe it's up to \$2.60 now. Costs are already so high in Auckland, if you toll the Penlink I can guarantee you that everyone will still use the old road because it's more cost effective. Council should be thinking from the standpoint that if everyone uses the penlink it will result in less fuel emissions and less traffic on the main motorway. This alone will save costs. You don't need to toll the Penlink. I work in Albany and if it became a toll road, I would not use penlink at all. Not cost effective for me driving back and fourth on it daily to get to Albany from Whangaparāoa. |
| 873 | Individual | Yes, but I suggest some changes. | Road must be 4 lanes or it's obsolete from the day it opens. I would support a tolled 4 lane road. It's hardly even worth building the 2 lane option and people won't support paying tolls for a congested 2 lane road. |
| 874 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I agree with the tolling options but I would like to see the money collected used to maintain the road, not as you say "could be used" |
| 875 | Individual | No, I do not support the tolling of any new roads. | Roads are already paid with other taxes, plus what you are doing would artificially drive people away from using the road and take the existing route. |
| 876 | Individual | Yes, but I suggest some changes. | Variable charges is good depending on where you are travelling to/from. The peak/off peak price difference is overkill - just charge one rate no matter what time of day |
| 877 | Individual | No, not for this new road. | If it is tolled, nobody will use it...might as well take the bus. |
| 878 | Individual | No, I do not support the tolling of any new roads. | We are currently paying Road taxes for fuel, rego and RuC and I think this will unfairly disadvantage people who will rely on this route. |
| 879 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 880 | Individual | I am unsure. | Why this road amongst the many in NZ? Road user charges should cover this. If electric vehicle users/owners paid road user charges this would help. "Fair and Equitable"?? Where is the theoretical proof of the real benefit of this new road? Will there not be a longer queue for/on the motorway? Is a single "car" lane each way sensible? |
| 881 | Individual | No, not for this new road. | Too short a road to toll and the complex tolling schedule is confusing. Are you going to toll cyclists? Is there discounts for residents? It seems unreasonable to use traffic management as an excuse for peak and off peak rates. Most people don't have a choice olin when they commute so will be a toll on poorer people, which I believe is regressive |
| 882 | Individual | No, I do not support the tolling of any new roads. | The toll positions are beyond ridiculous and also unfair. |
| 883 | Individual | Yes, but I suggest some changes. | I know that you must toll to cover some of the cost even though we pay heaps in rates and taxes, but having 4 toll booths is too much. We need for this to be affordable to the average household, so it can be used regularly, otherwise it's pointless from the start. |
| 884 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If the toll is used to cover maintenance and operations then the people that use it are the people that are paying for the upkeep of it. Government funding can then be used to get other projects underway |
| 885 | Individual | Yes, but I suggest some changes. | Yes but it needs to be one set fee and the money needs to be spent paying for the project |
| 886 | Individual | No, not for this new road. | Penlink is a white elephant and a blot on the landscape. The government should be encouraging people away from private transport. This would be better achieved by de-centralisation as has happened in Europe for many years. First public transport infrastructure has to be in place. Why spend money on another road to get to Greville Road traffic jam five minutes quicker? The sea is already in place and requires no ongoing maintenance. It just requires a reliable, seven days a week ferry service. The jetty at Murrays Bay could be extended for the Gulf Harbour ferry to make an additional stop. This, of course, would require some insightful planning. This of course has been sadly lacking in the continued suburban development of a peninsula with the same transport infrastructure that has been in place for more than forty years. |
| 887 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This road should be 4 lanes minimum plus bus lane and bike lane |
| 888 | Individual | Yes, but I suggest some changes. | It should be 4 lanes minimum then happy to pay a toll What about bike and bus lane |
| 889 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I consider this to be forward thinking to have some type of user pays to ensure upkeep of the roading. |
| 890 | Individual | No, not for this new road. | Putting tolling on the Penlink will significantly reduce the benefit of the road and push users away from using it. The reduction in time and distance of travel for people going to or from Whangaparāoa is simply not significant enough to warrant significant uptake in journeys using the Penlink. Whangaparāoa residents know from many years of experience that travel by vehicle is generally not a huge issue and can be planned around, so it is entirely possible that the majority of drivers will continue to travel via Silverdale. This is especially relevant in the new world of Covid-lead working from home. We are already paying extra fuel duty in the Auckland region specifically to pay for roading and infrastructure costs, adding yet more costs on top of this is not a proposal I can support. I would rather the cost if maintenance be saved by simply not constructing the Penlink, rather than have to pay an additional user charge on top of everything else I have to pay, as an Auckland road user. |
| 891 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | All decisions come down to money and if those who use it agree to pay, then these kinds of projects would become a reality a lot sooner. The money always has to come from the people, we have spent too many years deciding how much should come from different groups of people as they relate to the road. It's time to just get on with it and besides, there is still a free option too, so I really don't see why we have had to wait for decades. Let's keep moving! |
| 892 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 893 | Individual | No, not for this new road. | Water view tunnel isn't tolled so why should this be |
| 894 | Individual | No, not for this new road. | this road is required as a second exit out of the Whangaparāoa peninsula if there is a major obstruction on the other road it will be required for people to come and go out of the area. also it should be a four lane highway not a two lane and we have payed a petrol surcharge for a number of years over and above the general surcharge the rest of the country pays. it was supposed to be for roading developments such as Penlink WHAT HAPPENED TO IT !!!! |
| 895 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | i think it is fair enough for the road users, because it saves traveling time, it also means saving dollars. |
| 896 | Individual | Yes, but I suggest some changes. | Suggested fee is too high. If it's deemed necessary to charge extra for peak periods to reduce traffic volumes then why is it not going to be 4 lanes as original proposal. |
| 897 | Individual | No, not for this new road. | This will add around \$40.00 to my weekly travel Bill. Or possibly more. |
| 898 | Individual | No, not for this new road. | People should not have to pay any extra to travel to and from work. |
| 899 | Individual | No, not for this new road. | We pay already high taxes, like the new Climate Change Targeted Rate tax mayor Phil Goff is introducing us to |
| 900 | Individual | Yes, but I suggest some changes. | Toll amount is too high. If travelling to work during peak times that is \$8/day and \$40 per week. It will reduce the number people using the road. |
| 901 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Cost of toll would help people decide,perhaps |

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| 902 | Individual | No, not for this new road. | |
| 903 | Individual | Yes, but I suggest some changes. | too many toll points |
| 904 | Individual | Yes, but I suggest some changes. | 1. This always needed to be 2 lanes either way especially with the amount of new housing developments in the Gulf Harbour region. 2. The wording "Tolling revenue for Penlink COULD BE used to pay for ongoing maintenance and operations cost" is too ambiguous as with the "Auckland road tax" that isn't allocated to new projects. Therefore we need to ringfence ANY TOLL to be solely used for this road or upgrade to four lanes. |
| 905 | Individual | No, not for this new road. | We are another Auckland suburb projected to grow extensively in the coming years. What other Auckland commuter has to pay toll to travel to and from work? NZTA has been dragging its heels for years !! Tolling would NOT be fair and certainly not equitable. Tour pamphlet is advocating tolling and is NOT addressing the negative aspect....worst of all.. A misleading and rather dishonest statement at the bottom of the page "Benefits of a tolled Penlink" This implies that if Penlink is not tolled one does not enjoy the benefits It is upsetting and manipulative. |
| 906 | Individual | No, I do not support the tolling of any new roads. | We already pay tax on petrol |
| 907 | Individual | No, not for this new road. | That is a huge amount to charge! This is grossly unfair considering the rates already paid and petrol levies already in place. |
| 908 | Individual | Yes, but I suggest some changes. | Penlink needs to 4 lanes!!! |
| 909 | Individual | No, I do not support the tolling of any new roads. | We pay so much in rates and taxes as is. |
| 910 | Individual | No, I do not support the tolling of any new roads. | I live in Tindalls Beach as a pensioner and I pay my road taxes through petrol, extra Auckland council road tax, car registration, so why do I need to pay an extra toll as we are already subjected to tolls going north while except for Tauranga, no where else has road tolls. |
| 911 | Individual | Yes, but I suggest some changes. | Residents should get a discount and monthly pass options |
| 912 | Individual | No, I do not support the tolling of any new roads. | Road users are already paying 10c per litre in their fuel. Local residents suffer with continual congestion because of the lack of alternative routes, and increasing population |
| 913 | Individual | No, not for this new road. | It should be toll free road. It won't be fair to the area people to pay for the road. May be there could be new toll roads in future, but since we do not have many roads to connect with the motorway so it should be a toll free road. |
| 914 | Individual | No, not for this new road. | Penlink is to ease congestion to Whangaparāoia from the new Milldale-Millwater so tolling these roads should be on the cards. Also a 7k motorway north of Orewa is only \$2.40 so should not be more than this |
| 915 | Individual | I am unsure. | It's far too expensive when assessed against the cost of other NZ toll roads |
| 916 | Individual | Yes, but I suggest some changes. | The toll should be less than the comparable fuel consumption cost of the alternative route so people are increasingly likely to use Penlink, and fuel consumption decreases to our environmental benefit. |
| 917 | Individual | I am unsure. | I would need to be informed as to what the proposed toll costs individually amounted to prior to my agreeing anything to do with the NZ government. What is it going to cost to administer said tolls against the income from said tolls. In business it is always beneficial to understand fully expected income, against administration costs, something the NZ government has issues implementing correctly |
| 918 | Individual | No, not for this new road. | If consent for new houses is continually given then roading should be supplied. Road tax, which we pay should cover this. Nothing is tolled south of the harbour bridge. Smacks of discrimination. |
| 919 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is very important for our community to be well connected with CBD, it makes sense even if it is a toll road. New housing coming in Army Bay, Gulf Harbour is going to put a lot of pressure on existing infrastructure therefore it is a much needed upgrade for the peninsula. |
| 920 | Individual | I am unsure. | What are the toll fees for each stage? What is the cost to run the tolls? |
| 921 | Individual | No, not for this new road. | The residents of Whangaparāoia Peninsula will still use the existing road as the price of the toll road will be too much for them over a year of commuting. The penlink will only be used for occasional users. This new road is too short only going from one suburb to another unlike other toll roads around the country which are traveling in or out of a city. |
| 922 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 923 | Individual | Yes, but I suggest some changes. | I think the three proposed tolls are unjustified and that 1-2 toll should cover. |
| 924 | Individual | No, not for this new road. | Double dipping. Rates and fuel taxes have always been increased with reason that these cover infrastructure maintenance. This is another tax. The benefits of this new road will also reduce the council emission costs as people will travel shorter distance rather than current long routes. |
| 925 | Individual | No, not for this new road. | I live in Millwater |
| 926 | Individual | No, not for this new road. | The prices from Whangaparāoia to SH1 are too high. Is someone is using the road on a daily basis \$4 is pretty high. |
| 927 | Individual | I am unsure. | Personally I do not have an issue with some tolling, but to toll people who come off the motorway at Redvale and go onto East Coast Road (which is less than 100 meters) or vice versa is just wrong in my opinion. |
| 928 | Individual | No, I do not support the tolling of any new roads. | It's taken how long to build Penlink and now you want to toll people? Who is running this s***? Either dumb boomers and uni graduates who have no real world experience. What a joke |
| 929 | Individual | No, not for this new road. | The price should be halved for light vehicles accessing SH1 from Whangaparāoia Road and vice versa (should be \$2 rather than \$4). Also a weekly/monthly discount or 10-trip discount on tolls could be considered for light vehicles using Penlink. |
| 930 | Individual | No, I do not support the tolling of any new roads. | What are fuel taxes, rates, development contributions for..? It will only accelerate high density housing and the make the problem worse. Could be mitigated by a train |
| 931 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it is a fair price to pay, particularly when there are free routes available |
| 932 | Individual | No, not for this new road. | How many other new roads have been tolled for on-going maintenance? I can't think of any... |
| 933 | Individual | Yes, but I suggest some changes. | Make provision for project to carry heavy rail |
| 934 | Individual | No, not for this new road. | Tax should pay for it. That's 2 tolls to get to auck. Small tolls ok but not big ones |
| 935 | Individual | Yes, but I suggest some changes. | I understand the need to toll the development of this project and support this to ensure the project gets completed. I do not support the proposed toll fees as they are considerably more than any other toll road and my perception is the project is a lot smaller than other toll projects such as the northern gateway. I suggest they should be half of the current proposed amount |
| 936 | Individual | Yes, but I suggest some changes. | Tolling charge is too high and should be around \$2 for peak and maybe \$1.50 for off peak. With these high toll charges less people will use it and so the problem will not be sorted with traffic through Silverdale |

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| 937 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Unnecessary road, so should be tolled. Given the takitimu Road in Tauranga is tolled then this should most certainly be tolled. Or better yet cancelled as the road is unnecessary. If locals want it then they can pay through tolls. |
| 938 | Individual | No, not for this new road. | If it's going to be tolled it should be 4 lanes. The 2 lane road doesn't offer enough of a value proposition for drivers to pay a toll. |
| 939 | Individual | No, I do not support the tolling of any new roads. | We've been paying for new Auckland roads by extra taxes for years. |
| 940 | Individual | No, not for this new road. | How is it fair to tax one main road and not others. |
| 941 | Individual | Yes, but I suggest some changes. | Tolling should be cheaper. Or suggest providing reduced prices via 'membership' packages of 6 months, 1 year for example to regular commuters. |
| 942 | Individual | No, not for this new road. | We need this road to reduce congestion for our communities. We pay our taxes and although I know there's never enough to go around I feel as though the length of time it's taken to have something done about this is the responsibility of our local and national governments. If it were a toll road, could there be a time limit say tolling for first 5 years only or something?? I understand the need to recoup costs but it does feel a little unfair. |
| 943 | Individual | No, I do not support the tolling of any new roads. | We already pay 10c on our fuel which is hardly benefiting us in anyway. There are a lot of pot holes and damaged roads that still aren't fixed. Stillwater road is also badly damaged and needs constant repairs. People who have to live with this ugly bridge in Stillwater also shouldn't have to pay to use it. |
| 944 | Individual | Yes, but I suggest some changes. | Toll seems reasonable, however the inclusion of a dedicated public transport lane (or three lane system - like Whangaparāoa road) along the route would be preferable than having to go back round through Silverdale as an alternative. More info and transparency on how the toll will lead to better environment outcomes and lower carbon emissions - this seems like big talk that will come to nothing. |
| 945 | Individual | No, not for this new road. | The route is necessary infrastructure as the population has increased in this region. This is not a major link between cities. The extra tax placed on petrol should cover these necessary upgrades. This also is setting that precedent that all new routes should be tolled. |
| 946 | Individual | No, not for this new road. | I think it's really unfair that you want to toll this when there aren't any in south Auckland, I think it's disgusting when we already pay taxes and fuel taxes which is what this is suppose to go towards!? |
| 947 | Individual | Yes, but I suggest some changes. | I think it's short sighted to be 2 lanes as there is so many more homes being built on the peninsula. Toll will help pay for future proofing. |
| 948 | Individual | No, not for this new road. | Will be using the road daily and thought tax on petrol should've covering roads |
| 949 | Individual | No, not for this new road. | The Penlink has been needed for a long time it shouldn't be tolled it will free up Whangaparāoa Rd and reduce traffic which is a good thing |
| 950 | Individual | No, I do not support the tolling of any new roads. | Tolling is acceptable in countries with excellent infrastructure, where you would have other fast alternatives. With the infrastructure of a third world country, tolling in NZ is ridiculous. |
| 951 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I don't have a car, I only use bike and public transport (ferry, bus). Bus routes should be made clear (will they still connect with HBC station?) and that bike/pedestrian lanes are safe and free! |
| 952 | Individual | No, not for this new road. | Aucklanders pay enough in taxes. Where is that money going? |
| 953 | Individual | No, not for this new road. | Tolling is punishment for the Whangaparāoa living people. The SH1 is congested every single day on peak hours. More and more houses ate build un the area every single day. This lead to more and more cars. How people living on Whangaparāoa would be able to go to work if Penlink is tolled? It is just not fair. |
| 954 | Individual | No, not for this new road. | I do not mind paying a toll for a limited time if it means that the road will be built, but a limitless toll seems unfair why don't you toll other new roads? We already pay a higher fuel tax in Auckland, and then you want us to pay again just to have enough roads to keep up with housing (an important requirement). Also its only a two lane road so its not like your delivering a top tier solution so paying twice for a seemingly average solution that will reach capacity almost immediately doesn't seem to justify the double payment. |
| 955 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | the need to reduce taxpayer funding - User pays |
| 956 | Individual | No, not for this new road. | The SH1 Silverdale on/off ramp is mayhem at every peak period, together with the adjacent connecting roads. |
| 957 | Individual | No, not for this new road. | this is a budgeted road and the increased taxes in Auckland were introduced to pay for roads. The revenue made from the fuel tax should be used for this and not for cycle ways |
| 958 | Individual | Yes, but I suggest some changes. | Should only be a toll if you travel from Whangaparāoa to motorway, or Stillwater to motorway (and vice versa) |
| 959 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is fine if it means it can be built faster. Please just build the road! |
| 960 | Individual | No, not for this new road. | - \$8 per day return trip to the city for work = ridiculously overpriced. Would rather drive the free route than have to pay that amount! - We pay so much in taxes. Why do we need to have a toll on this road that we have waited so long for. At the very least, if it is tolled, it shouldn't be so expensive! - It is only 2 lanes - how stupid. Where is the future proofing?! Typical short sighted planning by local/central government. If you toll the road at least make it 4 lanes so that it can efficiently manage the traffic flow! |
| 961 | Individual | No, not for this new road. | I think people on the coast have suffered too long for what should be a common sense addition to our infrastructure system, to ask for a toll for something that should've been built in the 80's and with 2 lanes each way, it just seems a bit out of touch with how hard done by people have been. |
| 962 | Individual | No, I do not support the tolling of any new roads. | Tolling in general is unfair, meaning people who can't afford the tolling will always have longer journey because they are poor. This just contribute to discriminate low incomes household and increase the gap. Note: saying this while not being in the low income category. This road seems to be govt funded, maybe we are not paying enough tax in this country to have free road everywhere? |
| 963 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It spreads the cost benefit to those that will benefit the most, it will encourage people to plan their trips so that they take advantage of the cheaper tolls. This will reduce peak traffic reducing the impact of congestion and allow for better utilization and use of the asset. |
| 964 | Individual | Yes, but I suggest some changes. | All users should pay. Walkers and cyclists. |
| 965 | Individual | No, not for this new road. | Currently there is only one way in and out of Stillwater, via spur road. If there is ever an accident on eith penlink or spur road then traffic will need to be directed the other route. This means that for anyone living in Stillwater who simply wants to get home could be stuck in hours of traffic. I think there were to be a toll it should only be put in for people entering from whangaparora. So I people chose to use the Penlink they only get tolled if they are coming from or going to whangaparora (the start/end of Penlink) for any of the local access points, I don't think it should be tolled. |
| 966 | Individual | No, I do not support the tolling of any new roads. | We have paid increased petrol prices since I can remember on the promise of providing better roading |
| 967 | Individual | No, not for this new road. | As you have made clear in your video this road has become necessary because of the huge developments in Silverdale and Opera, also for environmental reasons with walking and cycling lanes adding to the cost of the project, Therefore as we already pay a higher than normal petrol tax as we are within Auckland limits this tax money should be used to fund the now much needed bridge. Transport authorities seem to see the car driving public as a never ending source of revenue but as the alternative public transport options are untenable in the Whangaparāoa area in (travel times and link ups that are too unwieldy in time and costly) this is not a viable option for most and cars are needed, we should not be penalised and taxed for this basic need to be met. |

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| 968 | Individual | No, not for this new road. | The km and fuel saved are not aligned with the proposed price. My current commute cost is \$16.5 round-trip. Even just taking it in the morning won't make me save money. \$1.5 peak hours for the 7km road would be the max I'd agree to pay. What about paying a subscription? |
| 969 | Individual | No, not for this new road. | On going maintenance for roads was meant to be in the infrastructure tax on petrol of which we pay higher already in Auckland than the rest of the country. Having different tolls at different times adds additional costing for already high transport costs. |
| 970 | Individual | No, not for this new road. | Because other roads are not tolled why this one?? |
| 971 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | No system is ever perfect. This is fair and workable. |
| 972 | Individual | No, I do not support the tolling of any new roads. | I have paid taxes here for 28 years on the coast. We get nothing now we are incorporated with Auckland. I want my taxes to fund a road for us finally and it is a huge safety risk living here with only one way off |
| 973 | Individual | No, not for this new road. | Unfair to toll a road that is for infrastructure upgrade. People have already paid a premium for their homes to live there and regos on their vehicles to maintain the roads they use. No tolls on the Waterview tunnel so why this one. |
| 974 | Individual | No, I do not support the tolling of any new roads. | The proposed toll for this 7km Penlink road is exorbitant! By comparison, the Orewa to Puhoi toll road (7.5km/\$2.40) is a far more realistic amount, in all travel times. To increase the proposed toll on the Penlink at 'peak' times, when there are far more vehicles needing to use it, is a crazy idea, and will influence peoples decisions to use this, or the alternative current 'free' road. The other decision to build Penlink with only 2 lanes, is very shortsighted, when at least 3 lanes could be built to enable the use of a 'peak' 2 lane option, as currently used on the Whangaparāoa Rd from Silverdale to Red Beach Rd. A very poor scenario, and short changing the residents of Whangaparāoa who have been waiting for this 2nd route for over 30 years. |
| 975 | Individual | No, not for this new road. | After too many years of planning the penlink, it doesn't seem fair |
| 976 | Individual | No, not for this new road. | Why should Auckland's only toll roads be located north of North shore. People using the Waterview tunnel everyday see huge reductions in travel times but don't have to pay anything. I don't imagine it is cheaper to maintain a tunnel versus bridges..... |
| 977 | Individual | No, I do not support the tolling of any new roads. | |
| 978 | Individual | Yes, but I suggest some changes. | It should be a dual carriageway. |
| 979 | Individual | No, not for this new road. | I live in Whangaparāoa and it is so over priced. I will not be using the toll road. |
| 980 | Individual | Yes, but I suggest some changes. | This bridge needs to be a four lanes bridge for vehicle access at the outset, not a two lane one, as there are literally thousands of cars that leave the Coast every day. |
| 981 | Individual | Yes, but I suggest some changes. | The toll for off-peak users is too high. Reduce the off-peak toll to \$2 maximum. |
| 982 | Individual | Yes, but I suggest some changes. | I think the tolling should be reduced for residents of the Hibiscus Coast and other areas serviced by Penlink. Personally I believe the proposal for two lanes only is not adequate and should be updated to four lanes at minimum. This is because it does not allow for future proofing of increased traffic volume. Do it once and do it right. |
| 983 | Individual | I am unsure. | I think 3 or 4 dollars per use is absolute robbery!! If you are someone using that road twice a day, 5 times per week in peak hours, that would equate to \$40 per week (off peak would be \$30). We are not rich!!! This is on top of already astronomical petrol prices and taxes we pay now. |
| 984 | Individual | No, I do not support the tolling of any new roads. | Sufficient funding is available via current taxes and levies to preclude the need for further charges on uses |
| 985 | Individual | No, I do not support the tolling of any new roads. | Roads are already fully funded through tax, road charges & rates. Enough money being stolen, OK. |
| 986 | Individual | No, not for this new road. | NZ GOVT should be waiving these charges. There is a housing shortage, you want less traffic, less congestion. High fuel tax on the coast plus RUC we are paying more than necessary. |
| 987 | Individual | No, I do not support the tolling of any new roads. | The government raised petrol tax on Auckland motorists to help pay for new infrastructure projects. And the reason for Penlink, the government is building new residential areas in Silverdale, Orewa etc. For population growth, do you think it's fair for someone who has lived at Whangaparāoa for 47 years too pay twice for your population growth plans. Where other new areas in Auckland don't. |
| 988 | Individual | No, not for this new road. | We pay our taxes, our petrol tax etc.... We pay our tolls to travel north. Enough is enough. We are a relatively small community, why should we be the ones paying tolls, when Waterview tunnel is not?! |
| 989 | Individual | No, I do not support the tolling of any new roads. | All new express ways through the Waikato are toll free, yet they are tolling any new roads on the Hibiscus Coast. They allow all the development to go on with no thought of infrastructure and just plan on targeting the residents. We already pay 12c a litre in our petrol |
| 990 | Individual | No, I do not support the tolling of any new roads. | I have lived in the area for 30+ years, the "Penlink" road has been promised by successive govts throughout the full 30 years and never delivered. In lead into 2020 elections the Labour govt stated this was a "shovel ready project" yeah right. So now you are "consulting" about Penlink yet again. The govt collects huge \$ by way of fuel taxes and in Auckland has a 10c surcharge added to the tax take past 3 -4 years. Where has all those billions of \$ been spent ??? Get Robertson & Adern to pay for it. |
| 991 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays with some base funding seems to be the fairest option. |
| 992 | Individual | No, not for this new road. | For a two lane local road that benefits an area that is already paying a massive amount in rates and in a region that already pays extra tax on fuel for projects like this is absolutely ludicrous. |
| 993 | Individual | No, I do not support the tolling of any new roads. | There have been expressways built over the past few years (some still being built) that are not tolled. We already have a higher tax on petrol in Auckland. I do not agree with this having a toll |
| 994 | Individual | No, not for this new road. | Cost escalation due to inaction. Infrastructure needs developing in order to intensify the coast is required, development nets council development levies - you can't clip the ticket twice. |
| 995 | Individual | No, not for this new road. | Water view tunnel is not tolled, why should the Penlink be? |
| 996 | Individual | Yes, but I suggest some changes. | Only if it is 4 lane from the outset. |
| 997 | Individual | Yes, but I suggest some changes. | I think the off peak for the full length should be no more than \$2, on peak of \$4 is ok |
| 998 | Individual | Yes, but I suggest some changes. | Tolling is sensible for keeping the road in good conditions. But the toll fee is too high for people like us who live on the peninsula and would like to take a shortcut to Albany on a daily basis. I would suggest cutting the price by about 30% would make it more affordable for the residents on the peninsula. |
| 999 | Individual | No, not for this new road. | It seems unfair to have the new road tolled as its already challenging for those living on the peninsula to travel. Travel should be made easy and affordable- there shouldn't be any costs added to this as this would be one of the only two options we would have to travel on and off the peninsula. |
| 1000 | Individual | Yes, but I suggest some changes. | I think 2 different tolls is too much. One for such a small distance is ridiculous. |
| 1001 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Comuters will still have a choice of routes onto and off Whangaparāoa. |

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| 1002 | Individual | Yes, but I suggest some changes. | I don't think there should be peak and off peak changes the off peak is high enough. |
| 1003 | Individual | No, not for this new road. | Whangaparāoa residents have only one route in/ out of the area with no option to reroute should there be an accident or emergency evacuation. Residents have to endure the higher petrol costs than other Auckland suburbs. A second route in and out of the area is well overdue as no other suburb in Auckland has this type of restriction. It would be most unfortunate to see these residents charged a toll for using a route that reduces emissions and time on the road |
| 1004 | Individual | Yes, but I suggest some changes. | People living on the coast will receive the direct benefit of the road therefore should pay. |
| 1005 | Individual | No, not for this new road. | \$4 each way to Whangaparāoa road seems very high, when compared to other toll roads |
| 1006 | Individual | No, not for this new road. | Penlink has been promised for the last 40-50 years. With rising fuel taxes rates etc some people can't afford the extra toll and since the it was taken so long for this project to finally start it is costing millions more which is not the residents' fault |
| 1007 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This needs to be built so there is an alternative route onto Whangaparāoa peninsula |
| 1008 | Individual | No, not for this new road. | I do not believe that North Aucklanders should be the sole targets of toll roads. I completely understand collecting revenue for the government but disagree with it being implemented to north Aucklanders only. In addition (my main concern) is the amount of toll points, three is simply taking the p***. People will still use it, as our travel layout is screwed but it is a sorely reduced amount of people, and there will still be massive traffic build up on the existing motorway. If Penlink is being put in to combat traffic and travel times, consider that this will not make too much of an impact after the initial excitement wears off. |
| 1009 | Individual | No, not for this new road. | Why toll? Many new roads are not tolled and we already have a toll road in Rodney |
| 1010 | Individual | No, not for this new road. | Penlink is required to support the growing community in Whangaparāoa, as the existing road access has become insufficient for the population. Additionally, the proposal for a 2 lane road, if that is to mean one lane each way, will be insufficient, and should be increased to a minimum of 2 lanes each way. |
| 1011 | Individual | Yes, but I suggest some changes. | I think there needs to be a higher emphasis on alternatives to driving |
| 1012 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1013 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1014 | Individual | Yes, but I suggest some changes. | Construction of Penlink should start immediately, if tolling is the only option get on with it as of yesterday. It is imperative that this road is future proofed and making it four lanes is a must. Silverdale is now gridlocked numerous times on any day and the volume of traffic is caused by the lack of alternative options. The cost of the project will never be cheaper than it is today. To construct this as a two lane road is poor decision as to upgrade at a later stage will be probably cost more than the initial project. Start now with four lanes. |
| 1015 | Individual | Yes, but I suggest some changes. | The off peak and on peak pricing is a good idea, so long that the prices are reasonable. But definitely not having multiple toll points!!! |
| 1016 | Individual | No, not for this new road. | It's only 1 Lane each way bridge and with the flow of people going that way the traffic will be horrible, tolling that road will just make it so not as many people use it, I certainly won't be using it if its tolled. |
| 1017 | Individual | No, I do not support the tolling of any new roads. | As a nation we pay in the form of road taxes, so not confident with tolling this road. |
| 1018 | Individual | No, not for this new road. | Currently there is only one road to the coast. This worked 20 years ago before the unitary plan came into effect and people developed the coast to a high density. This one way in road is now dangerous in emergencies and results in huge delays and increased congestion especially in summer. I do not support a toll on local commuters. The cost would make travelling into the city ridiculous (toll, petrol, parking) and I'd use the bus instead. |
| 1019 | Individual | No, not for this new road. | This road is essential, as there is only one entry in and out of the area now it seems ridiculous to charge people |
| 1020 | Individual | No, not for this new road. | Taxes are already high, we want to encourage people to use this road as it will be safer and more direct without having to pay an extra \$20 per week. That money can go to the groceries etc |
| 1021 | Individual | No, I do not support the tolling of any new roads. | The additional tax at petrol stations was supposed to be for roading projects. |
| 1022 | Individual | No, not for this new road. | This should have been completed before the high density residential developments were allowed. Retrospective infrastructure costs arising from lack of forthought by planners such should be borne by the entire region not just the unfortunate residents of areas impacted by council c*** ups. |
| 1023 | Individual | No, not for this new road. | It is wrong that all toll roads in Auckland are in North Auckland. South Auckland gets brand new roads with no toll. Why doesn't North Auckland? |
| 1024 | Individual | Yes, but I suggest some changes. | I don't think there should be multiple tolls on the one road - it should be just 1 toll when entering from the motorway and exiting to SH1 to go the whole way and make the charge a fixed cost - there should be no price rises as time goes by - I think a \$2 toll each way is a fair price |
| 1025 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. |
| 1026 | Individual | No, not for this new road. | Penlink is ridiculously overdue. Had it been approved years ago the cost wouldn't be so high. Residents of the Hibiscus Coast shouldn't have to pay daily to take the only alternative route to get out of the peninsula. |
| 1027 | Individual | No, not for this new road. | as a person living in Whangaparāoa that requires quick and efficient travel daily to the city I was looking forward to being able to use this road once it is built however as a student and part time worker I financially don't have the funds to be spending money on easy access to and from the city |
| 1028 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just want it to go ahead |
| 1029 | Individual | Yes, but I suggest some changes. | One of the reason Penlink needs to be created is because of the increased load placed on Silverdale interchange by the development of Millwater and Milldale. Yet residents / developers of those new suburbs will carry none of the cost of the greater infrastructure that is required to make their suburbs useable. Along with direct infrastructure within their suburb Penlink is indirect piece of infrastructure that help Silverdale interchange all work. So tolling is fair as long as ALL those who benefit share the cost, not just those who at first look would seem to benefit. My suggestion would be reduce the toll rate and apply a blanket levie across, dairy flat, mill waterer, mill dale, Orewa ect to help fund it. |
| 1030 | Individual | Yes, but I suggest some changes. | I don't disagree with tolling on some new roads, but I think with the volume of traffic that will be on this road, the tolls are just another government tax and the revenue will far out-way the costs to maintain this road. |
| 1031 | Individual | No, not for this new road. | We have been waiting for this road for Forty years, now you want us to pay for the Privilege |
| 1032 | Individual | No, I do not support the tolling of any new roads. | |

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| 1033 | Individual | No, not for this new road. | I already pay a steep petrol tax to support new roading projects in Auckland. Our area already has a toll road, I feel people in Rodney and on the Shore are getting asked to pay more and more for basically essential infrastructures that should be provided by the government. In light of continued resource consents given to keep on developing housing on the peninsula, the government should provide the excess roads, maybe ask housing developers for a levy to help with road building. Finally cost of petrol on the peninsula is already 10 cents more expensive that for example in Takapuna, adding a toll on top of rising cost if living is unsustainable. I won't be using the road if tolled. |
| 1034 | Individual | No, I do not support the tolling of any new roads. | NZTA is getting heaps of money already from the government |
| 1035 | Individual | No, not for this new road. | Residents of the Peninsula already pay the fuel duty for Auckland and this road should be paid for out of this existing levy. The road is also not future proofed with only one lane each way. |
| 1036 | Individual | Yes, but I suggest some changes. | I agree with the Toll but the road should be four lanes not two |
| 1037 | Individual | No, not for this new road. | We are already taxed on every possible service that is related to road usage, so we already pay for road maintenance, future projects etc. This was suppose to relieve road congestion, also make life a little less stressful and less travel time. Just another barrier. To charge a toll to relief congestion during peak times is hysterical as one of the reasons for Penlink was to relieve congestion on Hibiscus Coast Highway. |
| 1038 | Individual | No, not for this new road. | Residents have one road in and out, there has been no infrastructure investment in this area for our taxes already paid. penlink is a basic need to bring the area up to usable and efficient. People don't have alternatives and affordability on a daily basis to use a road that is a necessity is not feasible with people already struggling with basics. We already pay to use the Puhoi tunnel. |
| 1039 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need another road! |
| 1040 | Individual | No, I do not support the tolling of any new roads. | This is a well needed road which people will NEED to use everyday and it is cruel and greedy to make it a toll road. |
| 1041 | Individual | No, I do not support the tolling of any new roads. | We have been paying an extra fuel tax for the last however many years to pay for exactly this sort of thing which has all been put towards trains which do not service our area or even the North Shore. I should not then have to pay extra again. |
| 1042 | Individual | No, I do not support the tolling of any new roads. | Because as a resident living on the coast I do not agree with it being made, it will make burglaries go up a lot. How about having more police stations open at night first and managing the current crime rate which is high first. |
| 1043 | Individual | No, not for this new road. | Tax on fuel has gone up 10c per liter, use that money for the maintenance of the road - don' make residents pay for something that has been promised for over 20 years.. |
| 1044 | Individual | No, not for this new road. | The cost of using the Northern toll road is \$2.40 for a car and this is for the whole length of 11km(ish) including the viaducts and tunnel. Penlink toll should cost no more for the entire length which is about half that. The trip from the Stillwater village to the motorway on-ramp should be considerably less as the cost of the bridge is a significant part. The primary purpose of Penlink is to ease traffic congestion on the Whangaparāoa Peninsula so make it affordable. I do not support charging a toll for the 50 metres from the motorway to East Coast Road. No other motorway on and off-ramps are tolled. Also, enabling cars to exit the motorway at that point will ease congestion on the Silverdale on/off ramps and Hibiscus Coast Highway. |
| 1045 | Individual | Yes, but I suggest some changes. | I think that the tolls could be either a lower fare or have less toll points, I agree there could be some form of toll but the proposed rate is a bit absurd |
| 1046 | Individual | No, I do not support the tolling of any new roads. | Use funds from petrol and road user charging etc. |
| 1047 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's going to be a long awaited and huge asset to those travelling from Whangaparāoa / Stillwater. |
| 1048 | Individual | Yes, but I suggest some changes. | I would support increasing the tolls by \$1 for trips from the Peninsula to East Coast Rd and SH1 to encourage single occupant drivers to switch to the bus services on Penlink otherwise it will just end up with a massive queue at each Penlink off ramp. Only an extra \$10 a week. New roads just release suppressed demand and increase congestion and without PT priority it's a backwards solution. I would also support average speed traffic cameras on the route. That would generate a great deal of maintenance revenue. |
| 1049 | Individual | Yes, but I suggest some changes. | These tolls are ridiculous and much too expensive. They are higher than the northern gateway. I would pay a toll but not the prices that are being suggested. |
| 1050 | Individual | No, not for this new road. | This has been planned for many years. Aucklanders pay more in petrol already for projects like this to be completed. No other new roads in Auckland are tolled |
| 1051 | Individual | No, not for this new road. | Majority of users will be Whangaparāoa residents commuting at peak. \$8 is way too expensive. |
| 1052 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just do it. Can't wait any longer. NZers have to get used to paying tolls for new infrastructure where there is an alternative route offered. Look at the net worth of people on the Peninsula - most HIGH. They can pay |
| 1053 | Individual | Yes, but I suggest some changes. | Happy to pay a toll but that is quite expensive for a 1 lane road in each direction. For that price a two lane road where no traffic is almost guaranteed is more reasonable. Alternatively I would suggest making the off peak price half the price to make it more attractive and spread the traffic load. |
| 1054 | Individual | No, I do not support the tolling of any new roads. | We pay enough tax linked to car use... eg fuel car parts for maintenance and so on. |
| 1055 | Individual | Yes, but I suggest some changes. | |
| 1056 | Individual | No, not for this new road. | We already pay heaps in rego and petrol to cover road user tax, on top of 15% GST. With all the wasteful spending that us tax payers witness on a regular basis there is clearly enough funds to cover this project without an ongoing toll. Project managers need to manage costs better, other departments and projects need to tighten their spending. The government must find the funds from within its own budget, not dip into the pockets of hardworking tax payers even further. Please do not disregard our responses like in previous surveys. |
| 1057 | Individual | Yes, but I suggest some changes. | Would be happy to pay tolls for a 4 lanes. Two lanes will aren't sufficient and will be gridlocked within 12 months so its not worth paying a toll for that. |
| 1058 | Individual | No, not for this new road. | We already pay so much for petrol. Paying a potential \$8 extra per day on tolls will be unsustainable for some people. |
| 1059 | Individual | No, I do not support the tolling of any new roads. | Auckland Fuel tax, WOF and taxes are higher and unaffordable to pay tolls for everyday users |
| 1060 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1061 | Individual | No, not for this new road. | We have struggled with traffic along the peninsula for years with no new infrastructure to support the growing population. We have had an additional Auckland petrol tax for years with no benefit to our community. For people that work full time in the city this toll would add nearly an additional \$2k annually which is quite a significant amount when the petrol costs have already risen so much recently. |
| 1062 | Individual | No, I do not support the tolling of any new roads. | This is a government funded road and paid for by taxation, to toll the road would be to pay twice. To put new better routes behind a pay wall will see them not used and an increase to existing road infrastructure maintenance though use. This use of the existing road structure will lead to continued traffic jams at peak hours and further increasing carbon impact. |

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| 1063 | Individual | Yes, but I suggest some changes. | I believe to get this road built and maintained it has to be tolled, however it needs to be two lanes each way to future proof it. |
| 1064 | Individual | No, I do not support the tolling of any new roads. | Road users are already paying a questionable amount of road user charges / taxes. Everything is getting more expensive, while my pay is not keeping up. The last thing we need is extra costs on top of extra costs. |
| 1065 | Individual | No, not for this new road. | So much infrastructure growth had been allowed to happen in the Whangaparāoia/ Gulf harbour area. Whilst I support some form of tolling for the road as this road is an absolute necessity, the proposed tolls are too high - \$40 per week from an average workers pay packet is a lot. |
| 1066 | Individual | No, not for this new road. | Coz tolling sucks |
| 1067 | Individual | No, not for this new road. | Improved exit from Whangaparāoia into the city is what daily commuters of the area have been needing for years. I think it is unfair apply a toll here as it will be affecting people trying to get to work and if cannot afford it, the alternative is to keep the same route which is been obsolete for at least 5 years. |
| 1068 | Individual | Yes, but I suggest some changes. | I think tolling people traveling less than 1km is a bit sad... |
| 1069 | Individual | Yes, but I suggest some changes. | That is far too expensive for a toll road. No one will be able to use it regularly and then what is the point of it anyway? How are people supposed to afford the road and then also pay more for parking on the other side? It's all too much! People are just trying to live their lives. |
| 1070 | Individual | No, not for this new road. | Because it has been spoken about and delayed numerous times already. And is one of the only new roads that government want to toll |
| 1071 | Individual | No, not for this new road. | Silly. Auckland Taxes are increasing. We pay crazy money for petrol on the Hibiscus Coast. People will continue to use Silverdale to get onto the motorway which will defeat the purpose of Penlink. |
| 1072 | Individual | No, not for this new road. | The tolling of Penlink is generally accepted by the local users, however the price of the toll is too high. The build cost would be easily recovered at \$8 per day per user. I do not think it fair that the local users have to pay outright for it when we have been subsidising other roading projects all over Auckland for years. |
| 1073 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | this area is in desperate need for a 2nd route, this proposal will save, time, congestion, both helping to reduce our carbon footprint from road transport. I also support this being a toll road. |
| 1074 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | NZers DO NOT appreciate Waka Kotahi's perpetual dithering regardless of all the excuses given. Let's DO IT! Four lanes.....NOW As I complete this survey your planners are adding \$1 million a minute to its estimates for this essential project. |
| 1075 | Individual | No, I do not support the tolling of any new roads. | Not fair for people living in that area! |
| 1076 | Individual | No, I do not support the tolling of any new roads. | Road user charges are already paid Along with all other taxes on fuel, rates etc. |
| 1077 | Individual | Yes, but I suggest some changes. | Perhaps introduce a monthly or annual fee for users instead of a daily charge. For those that commute to the city from Whangaparāoia everyday an annual/monthly price is better - just like the ferries do with a monthly pass. Unlimited crossings per month (GH-AKL Ferry) but only costs \$239/month.... |
| 1078 | Individual | No, not for this new road. | Currently queues of cars are creating pollution as the sit for long periods of time waiting to exit the Whangaparāoia peninsula. It can take 40 to 60 mins to and from Manly and Hibiscus Coast Highway in rush hour traffic and the window outside of rush hour is reducing daily. This road link has been promised for 30+ years and over this time frame the population has grown needing extra primary schools but those same children are exposed to additional pollution due to inadequate infrastructure. |
| 1079 | Individual | No, not for this new road. | Because we already pay higher rates up here so it should be included. Also Rodney has another toll road so it's unfair to make there be 2 of them in the district when some places have none on new built roads |
| 1080 | Individual | No, I do not support the tolling of any new roads. | We already pay 10 cents per litre extra in Auckland |
| 1081 | Individual | No, not for this new road. | Because it is mainly for locals to relieve congestion at Silverdale |
| 1082 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As long as the tolling is used to maintain the road I'm all for it |
| 1083 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink is at least years overdue, and Whangaparāoia Rd is now dangerous to use, particularly when exiting where we live. Tolling would be the quickest way to fix this and avoid the relocation of funding issues that have prevented this on again, off again project from proceeding over the past generation. The toll would save me money from the reduced mileage running costs |
| 1084 | Individual | No, not for this new road. | Massive development will be happening at the end of the peninsula, and with only one road out, there needs to be an alternative. Having to pay shouldn't be the 2nd option. |
| 1085 | Individual | No, not for this new road. | Are cyclists going to be tolled in order to use the Penlink also? 100% I support tolling when it's for a road just for vehicles (motorways and tunnels) however not for shares when only one party group will be getting charged |
| 1086 | Individual | No, not for this new road. | |
| 1087 | Individual | Yes, but I suggest some changes. | The pricing of \$3 and \$4 is quite steep |
| 1088 | Individual | No, I do not support the tolling of any new roads. | Most of the roads in NZ are toll free, the cost to build the tolling equipment and maintain it, and collect the tolls add a huge cost to the daily running of the road |
| 1089 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The volume of traffic on the Whangaparāoia is too much for Silverdale. This will give options and allow traffic to flow easier. I lived on the coast for 25 years so its nice to see this EVENTUALLY happen - again too little too late. |
| 1090 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1091 | Individual | No, not for this new road. | |
| 1092 | Individual | No, not for this new road. | The existing roads are of poor quality and safety. It is unreasonable to ask residents to pay to travel on a safe road - it is also completely unreasonable to ask residents of Weiti Bay to pay \$2.00 per day to access a small motorway onramp/offramp. |
| 1093 | Individual | No, not for this new road. | Considering how long it has taken to make Penlink happen and the screw ups with the dynamic lanes onto Whangaparāoia Peninsula, I think it's a bit unfair to Toll this road, especially at the high prices you are proposing. |
| 1094 | Individual | No, I do not support the tolling of any new roads. | I do not believe this road should be tolled as I am a young driver and if I am using the penlink everyday to get to work that would be a lot of money a year. It is already hard going off the peninsula with all the traffic and if there are toll spots this will still make the majority of peninsula travelers take the free route which then defeats the purpose of the Penlink so if the Penlink is free it will help peninsula traversers heaps and this will help travelling off the Hibiscus Coast so much easier |
| 1095 | Individual | No, I do not support the tolling of any new roads. | The road is supposed to make it easier for us to get to and from places. If there is a toll not a lot of people will use the road and therefore the road will be useless and a waste of time being made. |
| 1096 | Individual | No, I do not support the tolling of any new roads. | We pay rates and fuel supplements and need adequate roading like any one else ! |

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| 1097 | Individual | No, not for this new road. | This is such a small stretch of road and, not as expensive as other roading projects such as the Waterview tunnel which, was not tolled. Given the amount of taxes we pay at the pump, money should be found from existing sources. If a toll really had to be applied it should be no more than up to \$2 depending on destination and, the toll should have a timeline eg. Once paid for the tolls are removed. |
| 1098 | Individual | No, not for this new road. | Given the vast road/tunnel expenditure in Auckland City, which is all toll free for the benefit of Auckland City residents, the proposal to impose road charges on the residents of the Whangaparāoa Peninsula on what is essentially a commuting route appears discriminatory. |
| 1099 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This road will only benefit a few as most of NZ will not use this road but are expected to pay for it as a user pays system and residents have choice |
| 1100 | Individual | No, not for this new road. | The traffic problems have been caused by the development in Millwater and Milldale, but the Whangaparāoa people will pay for the issues this development has caused |
| 1101 | Individual | No, not for this new road. | People aren't going to use it if paying and why only two lanes? |
| 1102 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Toll water view tunnel as well |
| 1103 | Individual | Yes, but I suggest some changes. | \$8/day is far too much. Think about where we are on minimum wage, living wage and fuel prices for that matter. I won't be using the pass if this is the cost. |
| 1104 | Individual | Yes, but I suggest some changes. | While I support a flag \$2 toll for the road, I believe that the Auckland regional fuel tax should be a source of ongoing funding for this route. This is exactly why it was introduced. As a resident of the Peninsula I feel that I will be paying three times for this route. The first time through the same taxes that every other NZer pays through PAYE and fuel tax, the second time through the Auckland Regional fuel tax, introduced because Auckland does not receive funding for transport project in proportion to the population and thirdly through the toll. |
| 1105 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This is a sensible option for getting the roads needed completed. The delays in this area are extensive. We have other toll roads and we all use these. |
| 1106 | Individual | No, not for this new road. | For many people that need to travel in peak times this would be \$30 a week in an already expensive economy |
| 1107 | Individual | No, I do not support the tolling of any new roads. | The govt should provide roads as part of a country's expansion growth |
| 1108 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think that the proposed toll is fair |
| 1109 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink will make an enormous change to my life, and the cost of the toll would be far less than the toll on my stress levels sitting in traffic through the peninsula then Silverdale etc! The cost of time and fuel will offset the toll costs |
| 1110 | Individual | Yes, but I suggest some changes. | 2 lanes each direction |
| 1111 | Individual | No, I do not support the tolling of any new roads. | Because it was a problem and an idea that was posed in 2009 which you never bothered to deal with back then and now the traffic is so bad that it takes an hour to get from Gulf Harbour to the motorway in peak times due to the fact you didn't bother to do proper road planning alongside the new developments on the Hibiscus Coast. |
| 1112 | Individual | No, not for this new road. | |
| 1113 | Individual | No, not for this new road. | I believe Tolling this road is unfair when things like fuel prices due to the tax are already so high. It's costs me 40 dollars more to fill up my tanks than it did a year ago. And that is a bit ridiculous. |
| 1114 | Individual | No, not for this new road. | 35000 new homes are being built or planned around Orewa/Milldale area. This requires Penlink to take traffic off Hibiscus Coast Highway and SH1. Otherwise it will be gridlock is a nightmare now! Making people pay to use Penlink will deter many and tolling should not be used for major arteries used by commuters. Having seen a new commuter route built overseas as a 2 lane road, seriously have you seen the traffic leaving Whangaparāoa it would be a massive mistake needs to be 4 lane from start never mind the extra cost remember the Harbour Bridge fiasco!! |
| 1115 | Individual | No, not for this new road. | It unfairly targets our community. We already have another toll road in our backyard with the tunnel but I see that as different as that road is a main route north/south. Our community has been begging for years for a safe alternative exit off the peninsula and have been trapped on numerous occasions due to accidents. In a medical emergency or civil defense event another escape route is critical and this should be done as part of good planning and traffic management. Why should we pay it should have been a priority years ago not our fault the costs have blown out. We pay some of the highest petrol prices in Auckland region this is another slap in the face. |
| 1116 | Individual | I am unsure. | Would be happy to pay \$4/trip as long as traffic flows freely and makes a difference. As this is now a slimmed down version of the proposed road should there be high usage traffic could still build up and I wouldn't pay to travel on a jammed up road. At the end of the day stop talking about it and just get on with building something!!!! |
| 1117 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1118 | Individual | No, I do not support the tolling of any new roads. | This why we pay our road users fee. NZTA have been asleep at the wheel for too long and have left of major routes around the cities get congested. Had they had some long term planning this road, and many others, would have been constructed before the areas needed it i.e. in development stage. |
| 1119 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is the only fair way to go. This road is not a major part of the State Highway network, it is to slow those who have chosen to live on a peninsula to access the existing State Highway network so they should pay for that |
| 1120 | Individual | No, not for this new road. | I think it is fair to toll the cost to build the road, however we are already paying for the maintenance of all roads via road users, fuel and more any other development maintenance is not being paid for by residents so I feel like this is being used on us as we are in a richer area. We pay our fair share for everyone else's roads. I also think the tolls are too high as this is an additional 40 for a weekly commute and we have families on the coast that are struggling as it is |
| 1121 | Individual | No, not for this new road. | New Zealand roads should not be tolled. Especially the smaller connections. When decisions are made on new builds, ongoing cost should obviously be a part of the budget without additional user funding. Otherwise, raise the taxes so everyone contributes. |
| 1122 | Individual | No, not for this new road. | Happy to pay a toll for a full size, 4 Lane Penlink. But I'm not paying to be stuck crawling along a 2 Lane, Half Size link with no way to pass trucks, busses and other slow drivers. In fact, the proposal seems bloody cheeky considering the extra fuel tax we are paying to cover projects in South Auckland while we are having our own infrastructure downsized from what we would have had under the Rodney District Council. We are paying that extra tax here on the Peninsula. You are selling off the land needed to widen Whangaparāoa Road. This link is necessary to support all the extra housing in Gulf Harbour, Stanmore Bay, and in the new suburbs off Hibiscus Coast Highway (currently our only way off the Peninsula). You cripple our transport links, then offer to charge a toll when Penlink is no longer optional. Get a PPP, build it Full Size - 2 lanes all the way in both directions, then you can justify charging us a toll. |
| 1123 | Individual | No, not for this new road. | This road is a basic requirement for all the development going on around the coast, not a privilege. We have useless/un-usable public transport options - a ferry that's constantly cancelled and a bus that takes three times as long as driving and costs as much. We pay extra fuel tax already. We should not have to pay a toll to get to work and back. |
| 1124 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1125 | Individual | No, I do not support the tolling of any new roads. | The road is government funded and maintenance should be covered by vehicle and fuel taxes that are already in place. |

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| 1126 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | On board with user pays when there is also a no cost option. Suggest concession toll charges so cheaper per travel price for high users. |
| 1127 | Individual | Yes, but I suggest some changes. | Toll road ONLY if four lanes put in, otherwise no toll for a two lane road |
| 1128 | Individual | No, I do not support the tolling of any new roads. | We pay enough tax already |
| 1129 | Individual | Yes, but I suggest some changes. | Build it faster/sooner and make it 4 lanes |
| 1130 | Individual | No, not for this new road. | Penlink has been on the cards for a long time and is well overdue! I don't see what the Locals using the road should pay when it will benefit the whole of state highway1! The rate payers in the area, road taxes are high enough to cover this Auckland needs this to happen |
| 1131 | Individual | Yes, but I suggest some changes. | I suggest a flat toll rate instead of multiple different rates. I also suggest that person who are using the road to get to work perhaps pay a flat rate each week. As opposed to for example \$4 per day, pay a flat rate of \$10 per week maybe? |
| 1132 | Individual | No, I do not support the tolling of any new roads. | The government and NZTA should be funding these key infrastructure projects. We are already paying a fuel tax for these projects in Auckland |
| 1133 | Individual | No, not for this new road. | Interesting to see your rationale to how \$4 each way in peak - \$8 total trip, is fair and equitable for low wage earners. If you look at other tolls such as the northern gateway is \$2.30 each way - \$4.60. This is much more palatable for regular users. My understanding this is not to disincentivise current trips but instead to alleviate existing choke points and to facilitate growth in Orewa. Pricing Penlink in this way has the potential to see these benefits going unrealised. Lower the toll or show your working to show how this is fair for low income users. |
| 1134 | Individual | No, not for this new road. | Too many people live in this area that would be their daily commute |
| 1135 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1136 | Individual | No, not for this new road. | We were told it wasn't going to be tolled |
| 1137 | Individual | No, not for this new road. | \$8 return for one day is too expensive. It won't incentivise people to use it and therefore won't reduce congestion along Silverdale in peak times. |
| 1138 | Individual | No, not for this new road. | Auckland have been charged 11cent per liter of fuel for 5 years to pay for road infrastructure, further to this council overcharge us with all fees National government should also contribute to this Project, they have been promising for many years. |
| 1139 | Individual | No, not for this new road. | An extra 40 a week to travel to work, a joke. You are making this road only for the rich |
| 1140 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support user pays |
| 1141 | Individual | No, not for this new road. | There are no toll roads in Auckland except north of the bridge. Why is the tunnel to the airport attract a toll. |
| 1142 | Individual | Yes, but I suggest some changes. | 3 toll levels is too much. Please simplify. |
| 1143 | Individual | Yes, but I suggest some changes. | Cheaper rates for residents who use it daily |
| 1144 | Individual | No, not for this new road. | We are residents on Whangaparāoia peninsula. This is not fair for residents to pay a toll each single time to go home after paying tax.. |
| 1145 | Individual | No, not for this new road. | We only have the one road to get off the peninsula and when there's an accident we can be stranded. With so much development happening it's becoming a real issue. |
| 1146 | Individual | No, I do not support the tolling of any new roads. | This road needs to happen, why should a toll be put in place just to get somewhere easier. |
| 1147 | Individual | No, not for this new road. | The road is already designed to be too small it should be 2 lanes each way to enable future growth, I would pay for that not the current proposal |
| 1148 | Individual | No, I do not support the tolling of any new roads. | Why is Auckland paying a fuel tax if you're still going to toll? It's not fair for Aucklanders who are struggling. |
| 1149 | Individual | No, not for this new road. | This toll road has been talked about for over 25years, we already pay HUGE tax and PETROL TAX to supposedly cover new roading. There is toll on the new roads out west and the cost of the Northern tolls is significantly lower. At this suggested price of tolls people would be better going the long way around \$40 a week / \$2000 a year is a JOKE! I'd pay to use it, if it was half that cost. |
| 1150 | Individual | No, not for this new road. | We shouldn't have to pay even more for good roads, we get taxed enough money to pay for this. The current road is not up to scratch due to traffic and that is not good enough. |
| 1151 | Individual | No, not for this new road. | Why should we have to pay a toll on the road when we're already paying a fuel tax that's meant to cover these projects. |
| 1152 | Individual | Yes, but I suggest some changes. | I think the Penlink should be wider than two lanes. |
| 1153 | Individual | No, not for this new road. | This road has been promised for over 20 years and we have put up with inadequate roofing in and out of the peninsula. Surely you want people to be in a safe excessive road. |
| 1154 | Individual | No, I do not support the tolling of any new roads. | We pay rates and taxes to keep our roads up to standard. Over the past few years the roads have fallen apart and instead of fixing them you lower the speed limits and build "toll roads" not fair on the country at all to add more toll roads. If you need more money for them ask jabcinta |
| 1155 | Individual | No, not for this new road. | \$8 a day for a return trip using the penlink road is absolutely ridiculous for people using it to get into work each day. Why isn't the significant amount that we pay in taxes covering more of the cost?!! |
| 1156 | Individual | No, I do not support the tolling of any new roads. | Who can afford to pay tolls in this climate? Too late for Penlink now. |
| 1157 | Individual | No, not for this new road. | Get Auckland moving... We pay a lot more in petroleum tax so should be free |
| 1158 | Individual | No, not for this new road. | This road should have been put in prior to development works increasing in the area, common sense- more people more cars on the road, reducing traffic congestion means not so many rushed drivers being stuck in traffic and should result in less traffic incidents on the motorway. We pay more than enough tax on petrol as it is and rates are already higher in Auckland, to add in to this is a joke, especially if we have to pay for the northern motorway tunnels yet the southern motorway tunnels aren't tolled. Where's your reasoning in that?? |
| 1159 | Individual | Yes, but I suggest some changes. | The tolling proposal appears to suggest that Stillwater residents will receive approximately 75% of the benefit of this road compared to residents located in Stanmore bay (\$4 versus \$3) for peak hour traversal to SH1. This seems to be out of all proportion given the relatively minimal projected improvement in travel times for Stillwater users compared to Whangaparāoia users. Why would I want to pay to maintain a road that I didn't want in the first place, was built to solve someone else's problems and provides me with negligible benefit compared to the alternative? |
| 1160 | Individual | No, I do not support the tolling of any new roads. | Vehicle drivers pay enough fees, there shouldn't be anymore charges to use the roads, cyclists should start paying fees as they do not pay any road user charges so should benefit from all these new road changes |
| 1161 | Individual | No, not for this new road. | This new road should not be tolled absolutely ridiculous, costs are already so high, we pay the highest fuel tax already, |

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| 1162 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1163 | Individual | No, not for this new road. | That you make the Penlink a car/low volume transport based concept is uneducated. Should be light rail. |
| 1164 | Individual | No, I do not support the tolling of any new roads. | We pay tax for this already |
| 1165 | Individual | No, not for this new road. | This would be a significant cost for those who will be travelling on then daily and might reduce usage of the road |
| 1166 | Individual | No, I do not support the tolling of any new roads. | frequent users are paying tolls so that other users enjoy better traffic somewhere else. |
| 1167 | Individual | No, not for this new road. | We pay enough tax up on the Hibiscus Coast we pay a higher gas prices it's a joke its been years this Penlink now wanting to toll it for regular people that have suffered the years of one road in one road out of Whangaparāoa |
| 1168 | Individual | No, not for this new road. | Because the government keeps changing there on this road |
| 1169 | Individual | No, I do not support the tolling of any new roads. | Aucklanders are already paying a 10c fuel tax which is supposed to go towards roading maintenance and new projects. Why should we pay yet another tax, I also operate a small transport company business and it would severely impact many small businesses using that route daily with heavy vehicles. |
| 1170 | Individual | No, not for this new road. | Wasn't all the fuel taxes Jacinda implemented supposed to be used for projects just like this! |
| 1171 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think that for a project like this, a toll is excellent. Local Councils have spent years perfecting the route from SH1 to the Whangaparāoa Peninsula. This provides an excellent, well maintained and viable option for those who wish not to use the toll road. I assume the Toll Road will allow buses to use it without charge, thus in turn creating the opportunity for residents to use buses and pay a small fare, or use the car and pay for petrol or electricity and the toll. This will hopefully create more reliability for the Public Transport system in Auckland. I feel that some sort of cost calculation should be created to ensure those who will use it 5/6 days a week, can be charged at a lower rate to those who might use it once a month, maybe this could be a rebate per number of trips made over the toll road; or a 'season pass', where a pass can be bought and then be used for the whole year, with applicants paying on a monthly basis for a yearly pass of say \$1200 (\$100/month). Adding to this, fees should be changed for times, peak times should be more expensive than non peak times and weekends. This would further encourage the use of peak bus systems. Waka Kotahi could also consult Auckland Council and Auckland Transport into the building of a possible park and ride terminal at the site where Penlink meets Whangaparāoa Road, which would encourage people to use their private vehicle along non-toll roads, park, and hop on a express bus heading north through the Northern Busway. Thank you for considering my submission. |
| 1172 | Individual | No, not for this new road. | The pricing is ridiculously high . I would rather not use the road paying a toll like that then be faster. With gas prices and everything else in Auckland there is no way I would pay an extra \$40 per week to use the road to get to work and back each day. That is just crazy . |
| 1173 | Individual | Yes, but I suggest some changes. | From Stillwater to SH1 is \$3 and we don't even need the bridge... should be \$1 for Stillwater and \$3 to Whangaparāoa. You guys have it the wrong way around. Actually all the tolls should be half what's proposed. |
| 1174 | Individual | No, not for this new road. | Our people are already struggling to afford higher fuel costs, increased food costs, and higher rent prices. Don't make them struggle further just to use a road that may make life a little easier. |
| 1175 | Individual | No, not for this new road. | |
| 1176 | Individual | No, not for this new road. | This is a vital arterial route that has been planned and put off for so many years. It seems ridiculous to toll this road and not others |
| 1177 | Individual | No, not for this new road. | Because like the northern express you aren't planning for the future, this road should be 3 lanes both ways, future proof your roading plans, in 10 years time it'll look just like the motorway to Silverdale and a 2 lane detour isnt going to change the traffic heading to Millwater. |
| 1178 | Individual | No, not for this new road. | This road will take significant pressure off clogged areas of Silverdale, Whangaparāoa Rd, and Oteha Valley Rd. People should be encouraged to use this new connection, rather than dis-incentivised. |
| 1179 | Individual | No, not for this new road. | We already have a toll road to move north it's unfair to those who live on the peninsula |
| 1180 | Individual | Yes, but I suggest some changes. | Just one toll |
| 1181 | Individual | Yes, but I suggest some changes. | Don't use tolls |
| 1182 | Individual | I am unsure. | |
| 1183 | Individual | Yes, but I suggest some changes. | It needs to be two lanes each way. Planners need to think the future ahead. Too many times, money is wasted on no future thinking & planning. Example SH1 constellation dr 3 lanes down to two, GET IT RIGHT FIRST TIME. The whole SH1 FROM THE THE BOTTOM OF NZ TO THE TOP OF NZ NEEDS TO BE TWO LANES EACH WAY!!! OUR ROADS ARE DANGEROUS WITH NO FUTURE OR FORWARD PLANNING. No wonder people die on our crappy 3rd world major roads. GET IT RIGHT FIRST TIME!!! It's not rocket science. |
| 1184 | Individual | No, I do not support the tolling of any new roads. | The congestion that it will clear up along the motorway will save everyone money. To toll a road that should have been completed years ago doesn't seem right. The cost to the road users with the amount of tax that is been produced should pay for this road for 1000s to use |
| 1185 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's years overdue, Toll it and 4 lane it from the start |
| 1186 | Individual | I am unsure. | Seems confusing. One flat fee better |
| 1187 | Individual | No, I do not support the tolling of any new roads. | Additional financial burden which is strongly felt considering income tax and petrol tax. It will result in less use of the actual road built to reduce traffic and decrease unnecessary petrol usage and environmental damage... |
| 1188 | Individual | No, not for this new road. | No way should 2 lanes be tolled! Make it a 4 lane and my answer would be different. |
| 1189 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It must be paid for if we want it in a timely period. But it should be at the same price as the northern gateway. |
| 1190 | Individual | No, not for this new road. | just dont |
| 1191 | Individual | No, not for this new road. | Because you need to fix the current roads we have and complete the current ones instead of wasting more and more money on "new" things that eventually will be in the same disrepair or half a**ed repair. Stop wasting money and fix the current state of roads. |
| 1192 | Individual | No, not for this new road. | Far too much money for a road that will be congested like SH1 is currently. At \$4 a one way trip this is pricing itself out of being used. Maybe at \$2 a trip it would be viable but for a project that is already fully funded this is asking way too much. |
| 1193 | Individual | Yes, but I suggest some changes. | Too expensive. \$8 is a considerable addition to a commute. Bus routes aren't suitable enough. |
| 1194 | Individual | No, not for this new road. | A toll is expected but 4.00 per way from Whangaparāoa to SH1 is exorbitant. That is 8.00 a day, \$80.00 a fortnight for people traveling to and from work daily (5 days a week). That is nearly as much as a full tank of petrol a fortnight. It should be no more than \$2.00 per way, \$4.00 per day from Whangaparāoa to SH1. |

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| 1195 | Individual | No, not for this new road. | Proposed toll too high, will lead to underutilisation |
| 1196 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If you use it then pay |
| 1197 | Individual | No, not for this new road. | There are multiple roads being tolled in the Rodney area already, yet almost none for the rest of Auckland. How is this fair??! |
| 1198 | Individual | No, I do not support the tolling of any new roads. | |
| 1199 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because this road is for Whangaparāoa inhabitants only. They should pay for it. |
| 1200 | Individual | No, not for this new road. | It's not fair to charge toll on only this one route while all of akl get upgrades, supposedly funded by fuel tax. So much new development, which council approves without upgrading access. Why do residents have to subsidise roads AND pay fuel levy. If you toll us for road upgrades, then remove our fuel levies |
| 1201 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1202 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am all for toll roads. |
| 1203 | Individual | No, I do not support the tolling of any new roads. | This will outrage the community - please don't do this to us fuel is already expensive enough too. Keep the tunnel toll going for a few more years to pay for Penlink |
| 1204 | Individual | Yes, but I suggest some changes. | The prices are too high. The road is essential |
| 1205 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | More than happy to pay a toll to have the choice and freedom to move around the coast |
| 1206 | Individual | No, not for this new road. | Why should we in north Auckland pay for all the tolls. your going to do another one on the Puhoi extension too.. we pay enough in your fuel tax and tax in general.. Like the Puhoi toll road, it was only meant to be a temporary thing until it was paid for. You can't tell me it hasn't been yet? |
| 1207 | Individual | No, I do not support the tolling of any new roads. | Because picking roads seemingly at random to be tolled is just daft. Either the road is justified and should be built or it isn't and shouldn't. |
| 1208 | Individual | No, I do not support the tolling of any new roads. | Shouldn't toll a road that is used by local people, some people may need to use this road to get to work but may not be able to afford it, makes travel costs go up for locals |
| 1209 | Individual | No, not for this new road. | |
| 1210 | Individual | No, I do not support the tolling of any new roads. | Tolling the roads provides unequal access to people with lower incomes |
| 1211 | Individual | No, I do not support the tolling of any new roads. | Because you put road tax on our petrol, upped our rates and have not provided any better roading infrastructure for the people in hbc in 20 years where is our money going? Now we are paying just to get out both ways!! Why none of these tolls roads in the south?? |
| 1212 | Individual | No, I do not support the tolling of any new roads. | We are paying extra fuel tax in Auckland to fund new road projects so why also bring in a toll road? If you want people to use the alternative route to actually decongest some roads then a toll should not be included. |
| 1213 | Individual | No, not for this new road. | |
| 1214 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Road maintenance is expensive and most of the damage to the road would be done by a select group of people who live in Whangaparāoa. Therefore it would make sense to target them for the funds to upkeep the road rather than ratepayers as a whole in the region or taxpayers in the country who would not use the road. Having multiple toll points seems like it would be fair. Maybe tolling the section of the road over the potential bridge at a higher rate would make sense as I imagine it would be by far the most expensive section. |
| 1215 | Individual | No, not for this new road. | We pay the same taxes as everyone else, and they get "free" roads etc, why should we be different ? |
| 1216 | Individual | No, not for this new road. | Whangaparāoa locals shouldn't have to pay to use a road that eases congestion for the new developments Millwater, Milldale, Orewa and Silverdale. The council should have factored all of this into budgets when they gave the green light to the developers of these new areas. It's a cost that should have been considered and thought about looong ago. |
| 1217 | Individual | No, not for this new road. | The additional tax we pay on fuel should already be covering some of this cost. Also the high level that they are wanting to charge is ridiculous. Why is it so much more than any other toll road available for use? What a joke. |
| 1218 | Individual | No, not for this new road. | It's not fair to toll this road that will be used by locals to get around. Only toll new highway that will be used by the entire region. Like the new NX2 motorway being built |
| 1219 | Individual | No, I do not support the tolling of any new roads. | Pay enough in taxes |
| 1220 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 1221 | Individual | Yes, but I suggest some changes. | \$4 for a single lane is absolutely ridiculous. \$4 for 4 lanes is reasonable, otherwise \$1.50. |
| 1222 | Individual | Yes, but I suggest some changes. | \$4 for a single lane one way road is simply too much. \$4 for a double lane one way or \$2 for one lane one way. |
| 1223 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Roads are already available and it will increase property values for the people directly using |
| 1224 | Individual | No, not for this new road. | I pay enough tax and our roads are crap! Why make us pay more money when our tax should be going towards this stuff |
| 1225 | Individual | No, not for this new road. | I am working hard for the family yet still paying fully, so I would expect the tax to be used properly to maintain and construct a good infrastructure. |
| 1226 | Individual | No, not for this new road. | It is too expensive. People who don't earn a lot of money won't be able to afford \$40 a week to save 5 minutes. |
| 1227 | Individual | I am unsure. | |
| 1228 | Individual | No, I do not support the tolling of any new roads. | We are paying road user charges that more than cover this road and other roads. Off ramps are tolled, the tunnels through Auckland aren't tolled, the useless under utilised cycleways aren't tolled, the railway track that I don't and won't ever use because I don't live anywhere near it isn't tolled. My taxes contributed to those projects now other's taxes can contribute towards this road. Families who live here and work in Auckland because they can't afford to live closer to work already pay in life time sitting in traffic and petrol levies. |
| 1229 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is important that drivers pay for all costs of the roads they use, otherwise other modes are at an unfair disadvantage |
| 1230 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The sooner you get it done the better and tolling is fair |
| 1231 | Individual | No, not for this new road. | I believe there is sufficient taxation to cover the maintenance cost. The local govt and central will benefit from other developments in area. |

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| 1232 | Individual | No, not for this new road. | 3 tolls on one stretch of road is absolutely ridiculous, especially as the coast already pays so much in rates, petrol prices, and have the northern tunnel tolled, as compared to the rest of Auckland. the maximum toll for Penlink should be 1 |
| 1233 | Individual | No, I do not support the tolling of any new roads. | Because Aucklanders pay enough money in our extra fuel tax for our poorly maintained roading currently!!!! |
| 1234 | Individual | No, I do not support the tolling of any new roads. | Already pay enough taxes etc that it's been spent wrong so it's owed and way past when it needed to have been built |
| 1235 | Individual | Yes, but I suggest some changes. | One toll amount for all times of day |
| 1236 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink is an expensive project. Government needs to charge the users for the luxury of using it. |
| 1237 | Individual | No, not for this new road. | Tolling on a 2 lane road is a ridiculous concept. Tolls would be okay if it was 4 lanes. |
| 1238 | Individual | No, not for this new road. | If you're taxing vehicle users and putting a bike path on there, there should be a payment for bikes and walkers... |
| 1239 | Individual | No, not for this new road. | Because we have been waiting almost 20 years for it can we just have it and have it for free please |
| 1240 | Individual | No, not for this new road. | I think the road and maintenance should be paid by Waka Kotahi as we paying a lot already through the extra fuel tax so if it get tolled we would pay for it twice. Also i believe it is unfair that motorists getting charged for this and pedestrians and cyclists use it for free. they would add to wear and tear just like motorists. the money which has been already paid for by taxpayers over the last 30 odd years would have paid for Penlink twice. Also Penlink needs to be 4 lane not 2 lane. |
| 1241 | Individual | Yes, but I suggest some changes. | Not necessary for multiple tolls. 4 lanes from the start |
| 1242 | Individual | No, not for this new road. | Why is it ok to think that a small population living on a peninsula have to foot the bill to build a link to a major roading network to reduce the congestion that lack of urban planning has enabled. Waterview tunnel which has a wide variety of use for Aucklanders is a massive roading project that was not tolled. Why not? |
| 1243 | Individual | No, not for this new road. | The delay for this link has been too long. Meanwhile development on the peninsula is increasing with no urgency to complete link. It is long overdue and a necessary link. Imagine if there was a natural disaster and people had to leave the peninsula in a hurry |
| 1244 | Individual | No, not for this new road. | Because there have been rates and tax increases for years that we have paid for in preparation for this road. And there will be more increases - take the money out of that. |
| 1245 | Individual | No, I do not support the tolling of any new roads. | Pay enough for roads already |
| 1246 | Individual | No, I do not support the tolling of any new roads. | Tax payer and fuel cost levy funded. |
| 1247 | Individual | No, not for this new road. | I absolutely agree with a Toll but \$4 per trip is too much. That would be \$16 per day for both my husband and I (as travel to separate locations) so \$80 a week. This is just too much to add to a weekly budget. It's possible some of this cost would offset some savings in petrol but definitely not that much. An option for a discounted weekly/monthly/annual payment would be preferred. |
| 1248 | Individual | No, I do not support the tolling of any new roads. | Either toll all the roads, or none of the roads |
| 1249 | Individual | Yes, but I suggest some changes. | I do not feel it is appropriate to toll any portion of the road that would effect the residents of Stillwater. They are already negatively effected enough as it is with the proposed placement and during construction are going to be heavily inconvenienced. Tolling the small portion between Stillwater and the coast is also not ideal but makes sense if the funding is required to maintain the road. |
| 1250 | Individual | Yes, but I suggest some changes. | I think tolls are a decent idea, but the option to pay for multiple tolls before hand at a considerably reduced rate so it is fair on locals to have an affordable alternative faster route and infrequent travelers thru the road pay a standard toll rate |
| 1251 | Individual | No, I do not support the tolling of any new roads. | Already pay in road charges / taxes |
| 1252 | Individual | No, not for this new road. | Stillwater residents should not be charged for the section of road back to the motorway as previous agreed. This is due to the disruption during construction and also the road noise and eyesore of the finished product. |
| 1253 | Individual | No, not for this new road. | Currently Gulf Harbour has an unnecessary long trip through Silverdale to get to the motorway with loads of traffic along Whangaparāoa Rd, in which public transport sit in as well. Offices are typically located in the North shore or Auckland City and tradies or contractors that live in the area have jobs all over Auckland. Unfortunately even though we have a huge increase in population and the amount of people living in the area, public transport in the area is inadequate. Not only that we have only two buses which are not frequent, we have barely any ubers or taxis and the ferry is cancelled often due to breakdown of the boats. If you want to reduce traffic along Whangaparāoa you need to consider the fact that \$4 each way during peak hours is very expensive and not many could afford that so they will proceed going through Whangaparāoa and traffic will continue. Please reconsider the pricing of the toll as this road is necessity by this point, not luxury. We only have one main road in Whangaparāoa, especially to access Gulf Harbour. From personal experience, I can tell you that because of one car crash, people were locked out of Gulf Harbour for almost 6 hours (this was during the time that children were finishing school), neighbours had to pick up other peoples kids from school at the time as the parents were stuck in traffic from the crash. |
| 1254 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As long as commuters have a free option, then tolling is a fair choice- example is Johnson tunnel toll or free option through Waiwera |
| 1255 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just get it built |
| 1256 | Individual | No, not for this new road. | New roads should be covered by taxes already being paid by road users |
| 1257 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It will help grow the community for safer and reliable roads. |
| 1258 | Individual | Yes, but I suggest some changes. | I believe that users of Penlink should pay a toll similar to the approach done with the Sydney Harbour Tunnel. This would support offsetting the overall costs to Government of both build and through life cost (ongoing maintenance) which I acknowledge will be significant. However, I also believe that Penlink should be 'two lanes' each way to support future growth and population requirements. My greatest disappointment growing up in NZ is that we have never taking a 'long term' view to infrastructure but rather a 'piece-meal' approach. This has led to significantly higher costs in future years when changes/adaptions are eventually required but at cost to Taxpayers (and taking money away from higher needs). From a personnel perspective in future I will be voting for Parties, Councils and members that demonstrate altruistic intent and commitment to projects that are for the greater benefit not just to us but to generations after and with the foresight to accurately anticipate what is required in 15-20-40 years ahead and commence the work now. |
| 1259 | Individual | No, I do not support the tolling of any new roads. | The maintenance of the new road should be included in the in the funds already allocated from taxation/levies already in place to maintain existing roads. |
| 1260 | Individual | No, I do not support the tolling of any new roads. | I don't think it is fair to use our taxes to build the road and then charge us again to use it |
| 1261 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Rate seems a bit steep, but at least there is another option. User pays. |

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| 1262 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Get it paid for and get it moving |
| 1263 | Individual | Yes, but I suggest some changes. | Toll peak movements but not off peak |
| 1264 | Individual | No, not for this new road. | It's a pre-approved budget that at \$8 per working day for just 1 return journey is an unfair burden on the growing number of families living here with young children. On top of that, goods and services on the Whangaparāoa peninsula are not as robust as found in the area between Albany and Takapuna so you need to source items outside of the peninsula. The buses are fine if you have all day to change from route to route and you're not carrying anything heavy or bulky. Plus if you're not on the street that is serviced there are a number of very steep roads to get to and from the bus stop. The ferry is a service limited to the start and end of commuting. The proposed recouping of the budget blow cost of this is not being equitably shared by non-car users. Cars are already being hammered through petrol taxes and registration - unlike evs. It's time for Waka Kotahi to put their grown up pants on to reclaim the funding that's been diverted. We don't mind the taxes while you fulfill your obligations but currently you are under performing. |
| 1265 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. |
| 1266 | Individual | Yes, but I suggest some changes. | 4 dollars one way from Whangaparāoa Road to SH1 seems steep. I suggest a lower toll or some discount if purchased early or in bulk. |
| 1267 | Individual | Yes, but I suggest some changes. | \$4 each way is ridiculous. The northern motorway is only \$2. It also needs to be for a finite time. It's not there to make money out of. |
| 1268 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1269 | Individual | No, not for this new road. | Because most people will use it for daily commute and have been waiting for it for years! The alternative current route is already severely congested and will only get worse with all the housing being built. Tolling it feels like a punishment to use something that residents have been promised for 20+ years!!!! |
| 1270 | Individual | Yes, but I suggest some changes. | Suggest only 2 tolls rather than 3 and the off peak pricing is more of a discounted rate. Support congestion pricing |
| 1271 | Individual | No, not for this new road. | We are from an average income family, housing is so expensive, to have an extra fee to have to pay to get to work will make it that bit harder |
| 1272 | Individual | No, not for this new road. | People will just continue using the current route and continue going via Silverdale |
| 1273 | Individual | Yes, but I suggest some changes. | \$4 each way is far too expensive for a toll road. Meaning someone will potentially pay \$40 a week to get to work. Should be cheaper for Whangaparāoa residents. |
| 1274 | Individual | No, I do not support the tolling of any new roads. | Why should we pay for a road that we are already paying for in fuel tax etc. |
| 1275 | Individual | No, not for this new road. | Why is it not just a standard toll like the toll road now is instead of complicating issues Has anyone worked out payback time and made that public knowledge |
| 1276 | Individual | No, I do not support the tolling of any new roads. | If you're not going to toll the Western Ring Route, which the whole city uses, why unfairly toll one small community? This idea, and proposed style of tolling also unfairly affects lower income earners and widens the rich/poor gap. |
| 1277 | Individual | No, not for this new road. | This is a vital second access way on and off the peninsula. It needs to be accessible to all locals. To ease commuter traffic and in case of emergencies. |
| 1278 | Individual | No, not for this new road. | This road is for residential users as the current road is insufficient to support the population growth allowed by the council and when there is an accident, people are unable to get to their homes and it affects health and safety if there are other emergencies that occur when there is an accident. |
| 1279 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I want it to be built and feel like any other option will be used as an excuse not to build it. |
| 1280 | Individual | No, not for this new road. | Other new roads in Auckland have not been tolled. It would not be fair to treat Whangaparāoa residents differently to other Aucklanders, especially as there are fewer transport options. |
| 1281 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think a toll allows for the upkeep of the road. Although tolling it to be able to have 4 lanes would be better |
| 1282 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If putting a toll on Penlink gets construction moving faster let's do it |
| 1283 | Individual | Yes, but I suggest some changes. | Residents of Stillwater should not be charged for the use. We lose our privacy, peace and have to pay for a bridge when we don't even use it. This should only be charged from Whangaparāoa end. |
| 1284 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is saving a lot of time and petrol cost |
| 1285 | Individual | No, not for this new road. | This road is way overdue and will be used regardless of the toll. Tolling it is a massive middle finger to everyone who will have to use it |
| 1286 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | N/A |
| 1287 | Individual | No, I do not support the tolling of any new roads. | We all ready pay way too much tax on fuel, car tax and Tax in our earnings as well as extremely high council rates tolling for the use of a road that is vitally important to those living here is grossly unfair. |
| 1288 | Individual | Yes, but I suggest some changes. | As a resident of Stillwater township I think proposing to have toll payments for Stillwater residents to use it to get to say Auckland city at the East coast and back is absolutely ridiculous and arrogant. I cannot believe you would be considering charging Stillwater to use this road as a large proportion of residents I know including myself do not want this road to go ahead - the noise, dirt and general pollution from this is going to be terrible, let alone during the build process. The main toll charges surely need to go to Whangaparāoa residents as they are the community that wanted this Penlink and chose to live in that area in the first place. My understanding was that during Auckland Transport's initial proposals for the tolls excluded Stillwater residents from being charged- obviously you aren't planning on honouring this. |
| 1289 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because the people on the coast will benefit from reduced travelling time |
| 1290 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Sick of traffic |
| 1291 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe that should user pay be applied more solutions can be affordable. And it won't take decades to get new roads approved. |
| 1292 | Individual | No, not for this new road. | This road is designed to ease the congestion on Whangaparāoa Road, and will benefit all motorists who live between Silverdale motorway and the tip of Whangaparāoa peninsula. However the majority users of Penlink would likely live at the intersection point of Penlink & Whangaparāoa Road until the end of the peninsula. This toll disproportionately affects those people. The fair and equitable toll would be one on Penlink and one on Whangaparāoa road, based on where the motorist lives. As such I think no toll would be the fair and equitable option for this road. |

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| 1293 | Individual | No, not for this new road. | 1.The people benefiting from the road are Millwater, Milldale, Red beach and all the other developments that's have caused traffic chaos. Why should the people in Arkes, Manly etc pay to improve their journeys? 2.It is unfair to toll this road and not all roads (obviously you already do charge for road and this should be consistent). Why should we pay a toll when other kiwis don't pay a toll. I feel strongly about the injustice of tolling the Penlink. |
| 1294 | Individual | No, not for this new road. | We pay high rates and some of the highest fuel tax in the country for 'road maintenance' yet are being charged to help congestion in a rapidly expanding area? The roads are already swamped and over populate as they are. Having Penlink accessible for all would mean less congestion through Silverdale and emergency services would be able to move more freely. We can't go on with a one road in one road our system. The government is failing Rodney residents here |
| 1295 | Individual | No, not for this new road. | Rodney already has a tollroad. Why does this one need to be tolled for a 2 way road that's supposed to take the pressure of Whangaparāoa road? People may want to use this road daily or multiple times a day. They won't if they have to pay for it every time. |
| 1296 | Individual | No, not for this new road. | Penlink is not just for convenience but also for safety as an alternative route off the peninsula in the event of emergency. Car accidents, fires, tsunami etc could cut off the peninsula and both residents and emergency services wouldn't be able to get through. There has also been developments approved in gulf harbor with more likely increasing the traffic on the already congested current road. |
| 1297 | Individual | No, not for this new road. | I would have no problem if it was a state highway where everyone pays, but this proposal puts the burden on the residents of Whangaparāoa. There are new roads being built all over Auckland without tolls, why does Whangaparāoa have to have tolls? |
| 1298 | Individual | Yes, but I suggest some changes. | being a Stillwater resident it is unfair for us to pay the same Toll as road users coming from Whangaparāoa. the distance is far less for us to travel to the link |
| 1299 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Maintenance and regular upkeep is critical to keeping the road safe and allowing for speeds of up to 100-110kph |
| 1300 | Individual | No, not for this new road. | This road is suppose to easy the coast congestion Tolling a vital road will just mean the road will not be used to it's maximum potential and with all the new developments up on the coast the traffic situation will continue to get worse |
| 1301 | Individual | Yes, but I suggest some changes. | The suggested toll is too expensive. |
| 1302 | Individual | No, not for this new road. | penlink is supposed to save our money |
| 1303 | Individual | No, not for this new road. | Why should we be tolled none of the Waikato is tolled!! And we are tolled for Northern corridor to Puhoi!! |
| 1304 | Individual | No, not for this new road. | I don't think people who live on the coast should have to pay to be able to get to work without having to leave 2 hours earlier due to poor road planning and urban development foresight. In Auckland we already pay, higher rate, ridiculous house prices, regional fuel tax and a toll to get to work I feel is just ridiculous. Add on to the "congestion charge" they are planning to implement it would cost someone on the coast about \$100 a week just to get to work, this is onto of accelerating fuel price. |
| 1305 | Individual | No, not for this new road. | Waterview tunnel not tolled. Why should this be? We pay the extra fuel tax, extra rates, etc all good to assist progress but what benefit have any if the latest improvements had for Whangaparāoa? All northern corridor improvements start from greville/oteha valley. So many house going in north if Silverdale yet its still a 2 lane motorway. They needs to other free options to reduce traffic, reduce emissions and allow the road to cope with an ever increasing demand. |
| 1306 | Individual | No, not for this new road. | Penlink is well overdue and 2 lanes is absolutely ludicrous. The council has been approving far too many developments without thinking about infrastructure and we already pay higher rates/taxes on fuel and registrations that should take care of this |
| 1307 | Individual | No, not for this new road. | Fair enough to charge non residents of Coast/Whangaparāoa but don't charge residents. For some it will be the best and only option. Charge \$1 a day for residents if you must but not \$4 |
| 1308 | Individual | Yes, but I suggest some changes. | It is fine to have user pays to get roads built but needs 4 lanes (prepare for future) |
| 1309 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's well over due give the rapid expansion of the Hibiscus Coast. |
| 1310 | Individual | No, not for this new road. | Because Whangaparāoa has a huge population that all pay tax. We all ready pay fuel taxes, regional fuel taxes, rego, rucs the list goes on... The harbour bridge or Waterview tunnel aren't tolled yet you want to put another toll right next door to the northern gateway toll road which we use a lot for work, that must of payed its self off a long time ago, surely the income from that can help pay for maintenance on Penlink along with our fuel taxes etc |
| 1311 | Individual | No, not for this new road. | Tolling the road especially at the ridiculous amounts proposed will not resolve existing congestion issues on the motorway at Silverdale off ramp up through Silverdale and on up Whangaparāoa rd. Most commuters have to travel the road every day and will not be able to afford to pay the daily toll so will stick with the existing route, nothing resolved. I have to travel along East Coast rd daily, an off ramp at Redvale will be very useful but I won't use it if I have to pay. It is a local road for local commuters not a through route which can be easily avoided |
| 1312 | Individual | No, not for this new road. | Stillwater is going to be severely impacted by this bridge going in over the next few years (traffic, roadworks, time, dust and noise pollution when building etc. Then impact our estuary, views, noise etc when it is in. Then we are asked to pay for it?) I think this is a very high ask for the disruption to our living. I do actually support the bridge going in, however, feel Stillwater is being asked to pay a high price for a major change that is being put in to service primarily, the Whangaparāoa community. It is not crucial for the traffic coming in and out of Stillwater. My understanding from attending previous meetings with NZTA is that Stillwater was not going to be tolled. I would like to see this relooked at please. |
| 1313 | Individual | Yes, but I suggest some changes. | To use the bridge - sure toll. The make Stillwater residents, who don't want it, and will be most negatively effected first with construction noise and pollution, then use noise and pollution is an insult. |
| 1314 | Individual | No, I do not support the tolling of any new roads. | |
| 1315 | Individual | No, not for this new road. | The proposed toll costs are very high for a daily commute. Surely the inflated petrol costs and council rates are sufficient here. |
| 1316 | Individual | No, not for this new road. | This road should be maintained like every other road by way of fuel taxes and massive rates we pay in Auckland! , \$4 each way is absolutely horrendous and totally unacceptable! |
| 1317 | Individual | No, not for this new road. | \$8 per day is a lot of money, how much of that is for managing the collection of tolls vs the actual 'maintenance and operations'? The higher cost during peak defeats the purpose of encouraging people to use that route and reduce the impacts of development in the Silverdale area for Whangaparāoa residents and ratepayers. Why should WGP people have to pay for the impacts of this? |
| 1318 | Individual | No, not for this new road. | We pay enough tax already and surely our taxes cover new roading since the old isn't well maintained in some areas? |
| 1319 | Individual | No, not for this new road. | I won't use it. The prices are high and its greedy. Look at petrol and tax we already pay, enough is enough. The government is a greedy pack of assholes. My partner already pays the northern toll going to work. |
| 1320 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1321 | Individual | I am unsure. | |

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| 1322 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. Maintain the tolls permanently to fund other projects once this has been recovered. |
| 1323 | Individual | No, not for this new road. | I will drive this road everyday, the added expense will affect my finances |
| 1324 | Individual | No, not for this new road. | Our taxes and the additional petrol tax are used to fund infrastructure. The addition of a road toll is nothing but a money grab and to charge \$4 each way is ridiculous. I and many others cannot afford to use this meaning there will be an expensive road with little use. |
| 1325 | Individual | No, not for this new road. | I don't feel that this is a fair price for just a 2 lane road. This area needs 2 lanes EACH WAY to allow for the current traffic situation and the growth in the area in the near future. It's a bit short sighted really. Having a 2 lane road means traffic will end up at a stand still as it does on Whangaparāoa road now if there is a crash. People will end up stuck on the road unable to go around. I feel like the price would be fair enough for a 4 lane road, especially since the toll is permanent. |
| 1326 | Individual | No, not for this new road. | There are multiple alternative routes which are currently used for free, i wouldn't save 10 minutes on my trip if it cost me. With multiple other options it doesn't make sense to toll the road |
| 1327 | Individual | No, I do not support the tolling of any new roads. | Why are you taking my tax payer money to build this s**** and then charge people? Seems like a massive scam and I don't even drive. Stop putting money into new roads, we got roads. Sort out the poverty in this country and the housing issues. Not some f***** tar |
| 1328 | Individual | Yes, but I suggest some changes. | This road is to benefit Whangaparāoa. If there is to be any toll it should be on that side only. People can pay to enter or exit the peninsula and leave Stillwater out of it. How many other toll roads are there in New Zealand? I will have to go through two to get to work. If your going to toll this road then toll them all. |
| 1329 | Individual | No, not for this new road. | It's should be double lines for each direction. |
| 1330 | Individual | Yes, but I suggest some changes. | The toll between SH1 and east coast road is not fair as it is in effect an off ramp. Move the toll to the entrance to the main penlink road. |
| 1331 | Individual | No, not for this new road. | I live in Stillwater .. residents here should not have to pay a toll. We will be impacted the most with very little benefit. |
| 1332 | Individual | No, not for this new road. | It's an unreasonable amount of money and therefore won't get a big volume of users. Stop being greedy bastards and make it similar to the northern gateway amount!! |
| 1333 | Individual | No, I do not support the tolling of any new roads. | The Hibiscus Coast already pays the highest rates and incredibly high petrol prices (20c) more than Albany, so all the profits from this should be paying. Also if Labour didn't cancel the project when they came into power the bill would be 1/8 cost, it's their own fault for delaying the project. Time for them to step up, pay and move on |
| 1334 | Individual | No, I do not support the tolling of any new roads. | petrol taxes are high enough to cover this toll charge as it is. We do not need to pay more to travel locally. |
| 1335 | Individual | No, I do not support the tolling of any new roads. | Everything is already too expensive as it is, making minimum and having to pay more wages into a toll |
| 1336 | Individual | No, not for this new road. | This road has been promised for a very long time. Why is the road user charge not being used for maintenance. I would rather pay a toll to build a 4 lane road. Why is the proposed toll so much more than the northern gateway. Why are you penalised for rush hour travel. Some people don't have the option to do flexible hours for work. \$40 per week in tolls is A LOT extra |
| 1337 | Individual | No, not for this new road. | We are stuck in a one road in one road out situation. It would make the coast a lot more desirable. |
| 1338 | Individual | No, not for this new road. | The people that this toll road is supposed to be helping are the people that it's going to cost the most, \$6 - \$8 return trip. In addition to the already existing toll road through the tunnel to Puhoi...and the proposed tolling of the new section of motorway to Warkworth...it shouldn't cost us this much to travel from the coast especially because the biggest issue is the increased subdivisions that have been approved by council. Surely council should be responsible for finding and funding the solution of increased population. |
| 1339 | Individual | I am unsure. | When I find out pricing I may change my mind |
| 1340 | Individual | Yes, but I suggest some changes. | \$8/day or \$45/week is a significant cost to commuters that would be hard to swallow. |
| 1341 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1342 | Individual | No, not for this new road. | We have paid an extra 10c a litre to cover transport improvements, we also have the toll road for the northern tunnel and I believe the Warkworth motorway. Why did none of the central of southern road improvements end up getting tolled. Council have approved to many houses in the north all hoping the motorway at Silverdale. We need to take the pressure off that area |
| 1343 | Individual | No, I do not support the tolling of any new roads. | We pay a regional fuel tax on top of all other tax why should we now pay a toll as well! Also as a resident of Stillwater we are going to have to live with the disruption of the construction of the bridge and then live with the noise pollution why should we have to pay a toll for the Hibiscus Coast |
| 1344 | Individual | No, not for this new road. | Rates, fuel tax, and it's been in the works for 20 years! |
| 1345 | Individual | Yes, but I suggest some changes. | Make a toll on each way. That's it. And residents of those areas don't pay |
| 1346 | Individual | Yes, but I suggest some changes. | Locals should be able to have concession or bulk buy options. |
| 1347 | Individual | No, not for this new road. | |
| 1348 | Individual | No, not for this new road. | The only roads that have a toll in Auckland are up these ways. Why should we pay for this road when new road's around other parts of Auckland aren't tolled. How is this even fair? |
| 1349 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Whilst I would prefer no tolls this road is desperately needed so if tolls are required to make it happen, do be it. Better than not happening! |
| 1350 | Individual | Yes, but I suggest some changes. | Toll charges peak way too high for cars ..7km return would be too expensive which means traffic will not use it. Ratepayers residents should get discounts |
| 1351 | Individual | No, not for this new road. | |
| 1352 | Individual | Yes, but I suggest some changes. | My understanding was tolling was for the bridge part not the road and that the deal struck with land owners and Stillwater residents was that road to and from motorway and Stillwater was not tolled. |
| 1353 | Individual | No, not for this new road. | We already pay too much fuel in Auckland, which was suppose to pay for Penlink. This has been going on this 2018. |
| 1354 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1355 | Individual | No, not for this new road. | Already a tolled tunnel north, no other road tolled this much. Essential road as there is only 1 road in and out of the Hibiscus Coast with a growing population |
| 1356 | Individual | No, not for this new road. | The community has been waiting so long for there promised road and to now have it taxed is unfair. It might scare off much needed development in the area due to the costs. |
| 1357 | Individual | I am unsure. | I feel that we pay enough road taxes to cover roading costs and we we only have one way in and out of the coast it would be nice to have another free option out. |

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| 1358 | Individual | No, I do not support the tolling of any new roads. | We pay taxes (pays the workers), we pay parking fees, we pay for expensive petrol, with thr cost of living increasing, adding toll to this road would not be fair for everyday users who already have to spend loads to get to work. |
| 1359 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 1360 | Individual | No, not for this new road. | We have been paying more for our fuel since 2018, which was to support the projects of certain roads in Auckland, one of which was Penlink. |
| 1361 | Individual | No, I do not support the tolling of any new roads. | Drivers are already taxed for road user charges, gst and income tax.... that's 3 taxes before the wheels even hit the road. Unfair |
| 1362 | Individual | No, not for this new road. | It will disincentivise its use. |
| 1363 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | People who urgently need to get across will be willing to pay |
| 1364 | Individual | No, not for this new road. | The motorway from Silverdale is crazy traffic. Would more than half the traffic going directly into the city from Silverdale |
| 1365 | Individual | No, not for this new road. | We already have limited availability of ferry services and buses and affordability of housing that's why people moved out of the city |
| 1366 | Individual | No, not for this new road. | This will be an important road for many users. Tolling will further create inequality in this already highly expensive area |
| 1367 | Individual | No, not for this new road. | In my opinion, NZTA have already made the decision to toll this road. This is simply a ticking the box exercise. |
| 1368 | Individual | Yes, but I suggest some changes. | Tolling should definitely be applicable but should be a bit cheaper for off peak times. |
| 1369 | Individual | Yes, but I suggest some changes. | I think it should only be tolled if it's 4 lanes. 2 lanes will be way too busy to also have to pay a toll |
| 1370 | Individual | No, not for this new road. | |
| 1371 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1372 | Individual | No, not for this new road. | Because it should have been done 15 years ago and we have a right to decent roads, which you never properly provide! We pay enough taxes thanks. |
| 1373 | Individual | No, I do not support the tolling of any new roads. | Because the government just added 10c a litre to our petrol many years go and we have t seen one single benefit to the HBC from that money. For 15 years we have waited for a decent road in and out. I think its a cheek to ask the poor locals to front up this cost. If it was a main road that would be used for holiday traffic then fine. This is a road for people to get to work ina reasonable time frame and to remove the dangers of only having one road to access the peninsula. It's offensive that they want us to fork out a toll for it! Especially now that AT are canceling all our ferries too!! We have had enough of paying the large bills up here and getting nothing for it!!! |
| 1374 | Individual | No, I do not support the tolling of any new roads. | We pay so much tax to upkeep our roads. Why do we have to continue to pay. Less people will use it making it pointless to solve the traffic issue. |
| 1375 | Individual | Yes, but I suggest some changes. | Seems expensive compared to Puhoi tunnel tolls |
| 1376 | Individual | Yes, but I suggest some changes. | Way too complicated. I realise it's "fair" but really it's a short piece of road no matter how you use it. Reduce budget spend by going to one toll point (rather than 3) and create a flat rate simple rate. Yes there will be winners and losers depending on journey length but that table of options is over engineered. Over engineer the road not the tolling system. Toll rates shouldn't necessarily be based on how much of the road a user uses. |
| 1377 | Individual | No, not for this new road. | It has been delayed for so long and put to the side as the people of the Hibiscus have had some on the worst traffic for an extended period of time I don't think it's fear to finally build the road and then charge people more money on top of rising gas prices and expensive registration |
| 1378 | Individual | No, not for this new road. | My elderly grandmother cannot afford \$8 on the small pension and high rates imposed on her already! This is unaffordable for so many people. |
| 1379 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Spend more on petrol going old route |
| 1380 | Individual | No, not for this new road. | It means to travel to work in Albany is going to cost an arm and leg going through tolls each way daily. |
| 1381 | Individual | No, not for this new road. | Unfair on north Aucklanders who are bank rolling the likes of the trains in the city and other motorways, areas of development that aren't tolled. It's also been shrunk to a small single lane road from what is actually needed and first agreed. Unfair on the Weiti residents and doesn't make financial sense for a community who paid to build part of Penlink already and will be inconvenienced by its build. |
| 1382 | Individual | Yes, but I suggest some changes. | The toll prices per journey / toll area are too high. Need to be dramatically reduced in the first 5-years of operation. |
| 1383 | Individual | No, I do not support the tolling of any new roads. | Firstly I like to say why do we at Hibiscus Coast pay for our toll roads when all other suburbs outside the Hibiscus Coast don't? Why are we even paying toll road between Orewa and Warkworth which is the N1. We are taxed, taxed and over taxed. rates go up and up. People are struggling to put food on the table especially us pensioners and lower income people. |
| 1384 | Individual | No, not for this new road. | If it's tolled, I'll never use it. Might as well not build it. We already pay every tax imaginable, so a toll shouldn't be necessary. |
| 1385 | Individual | I am unsure. | I view a 2-lane link to be inadequate for the volume of traffic it will be accommodating. If the proposal were for a 4-lane bridge and accompanying road, I'd be much more open to the idea of a user pays funding model. |
| 1386 | Individual | No, not for this new road. | This new route provides a quick alternative to SH1, reducing traffic and emissions. Seems nonsensical to toll this road. |
| 1387 | Individual | No, not for this new road. | Firstly this road has been proposed as a way to improve traffic congestion... if a toll is added I will refuse to use it. I won't be the only one who can't afford to pay a toll twice a day just to get to and from work. So it'll be an expensive waste of time that won't fix the traffic issue because only a small percentage of people would be able to afford to use it! Especially if you can catch the bus for only a little extra!!! Secondly I have not seen previously any proposal that indicated it would be a toll. I've seen quite a few and none have mentioned a toll... it's a complete cop out. There is no toll on the road you are building at Albany as far as I'm aware, so why one for the Penlink? Where is the reasoning behind it? The cycle bridge that was proposed over the harbour was going to cost similar and it didn't have a toll to cross it. None of the tunnels built in the city have tolls and cost equivalent. This Penlink should have been built years ago, it has only increased in price due to the delay. This is not a road to somewhere out of the region, it is a road within the same region and should be treated no differently to the projects within the inner city!!!! We pay Auckland rates. |
| 1388 | Individual | No, not for this new road. | I think it's not appropriate to toll this road as most people using it will just be people trying to get to and from work. |
| 1389 | Individual | No, I do not support the tolling of any new roads. | You are taking fuel tax and road users tax. You need to build roads for all people to use. We only have one road in and out of the peninsula. |
| 1390 | Individual | No, not for this new road. | We only have one road in and one road out. It is chaos during peak times when there is an accident or road works. Having sat in this traffic, while in labour and also to take my daughter to hospital, has made me happy to have an alternate route but not happy that in emergencies or when there is urgency to get somewhere that we have to pay for a shorter journey. |

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| 1391 | Individual | No, not for this new road. | What is the fixation with putting toll roads in the North of Auckland? Don't see this in other areas of Auckland. |
| 1392 | Individual | No, not for this new road. | As a resident in Whangaparāoa, Penlink will definitely help in cutting travel times and reduce traffic along Silverdale, as more and more cars are being added on the road each year. However, putting a toll on the Penlink defeats the purpose of reduced time travel and the solution to traffic, as most people will avoid it and still take the old route to avoid the fees. And that is something I would also do myself, times are tough especially financially, tolls would just render this project worthless. |
| 1393 | Individual | No, not for this new road. | I think it's hugely unfair to have THREE toll points on one road! 90% of the community in Stillwater will refuse to use this new road because of the tolls since they are the ones who are losing out on you building it. We have to deal with the noise and the disruption on our ONLY road in and out of Stillwater. If you're going to put a toll on this road, at least make it 4 lanes and only have one toll on it |
| 1394 | Individual | No, not for this new road. | The government has neglected the coast for long enough, 20 years ago you could have tolled it. Now it's so overdue it's actually required traffic is dangerously busy on and off the coast |
| 1395 | Individual | No, I do not support the tolling of any new roads. | Because we have waited 30 years for this and Jacinda put a surcharge on fuel to pay for these projects. You be if it from less cars on road less fuel used meeting the govt commitment. Had they left it designed as it was 30 years ago as a 4 lane highway I'd be happy with a small toll but this is 30 years far too late |
| 1396 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1397 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it gets it built and faster great. There will still be the non toll option anyway. |
| 1398 | Individual | No, not for this new road. | \$4 is too expensive - \$2 is fairer. I think we have put up with Whangaparāoa Road long enough and deserve a break! |
| 1399 | Individual | No, not for this new road. | Three too many tolls. |
| 1400 | Individual | No, I do not support the tolling of any new roads. | Labour increased fuel tax to cover cost of new roads... why make us pay twice? What was the point of the continued increase in fuel tax then? My taxes should cover this project... heck, if we have millions to waste on consultation for bikes to cross the harbour bridge (which didn't even go through), why should genuine motorists that NEED this due to government inability to plan for the future, pay? We've paid enough, now the govt can do what it was supposed to do in the first place - plan for the future! |
| 1401 | Individual | No, not for this new road. | I do not believe we have another choice but to do the Penlink as the traffic with all the new subdivisions within Silverdale requires another route for those on the coast. However tolling it doesn't support the people living on the coast who have to travel to Albany, Auckland for work. If the infrastructure wasn't there for all the new subdivisions then why are we paying and not the company's crating new subdivisions. |
| 1402 | Individual | Yes, but I suggest some changes. | Toll price too expensive! It should be free! |
| 1403 | Individual | No, not for this new road. | |
| 1404 | Individual | No, not for this new road. | You said the Northern Gateway would be tolled until paid off - that happened many years ago... yet still tolled. This project has funding - tolling isn't required as part of the business case. |
| 1405 | Individual | No, I do not support the tolling of any new roads. | Tolling holds no value, when taxes are paid everyday to support road infrastructure |
| 1406 | Individual | No, not for this new road. | This was meant tonight been completed years ago land has been purchased yet years of fuel taxes we already pay should of gone into this project not robbing us of more money |
| 1407 | Individual | No, not for this new road. | What other new roads are being tolled? Looks like you just trying to squeeze money out of the North shore people because of their perceived higher incomes. Please fix Glenvar/ East Coast Road intersection first before someone dies there. |
| 1408 | Individual | No, I do not support the tolling of any new roads. | We already pay road tax and a special extra roading tax for Auckland |
| 1409 | Individual | No, I do not support the tolling of any new roads. | The government gets money from fuel tax for roading |
| 1410 | Individual | Yes, but I suggest some changes. | The tolling suggestions are mostly fair. However, the single toll stage between East Coast Rd and SH1 would be inappropriate unless a standard (untolled) on/off-ramp SH1 interchange is also built somewhere between Oteha Valley Rd and Silverdale. |
| 1411 | Individual | No, not for this new road. | We pay enough for our roads in Auckland and this is what I thought the regional fuel tax was for, higher traffic roads needing more funding. Tolling more roads just adds to the already suffering society. I would consider paying a toll if the road surfaces were car worthy but my legally low, wof and rego'd car can't even make it down half the roads we already have! |
| 1412 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Need for the road is now, not when it can be fully funded |
| 1413 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I still can't see how this makes any economical sense even with toll |
| 1414 | Individual | No, not for this new road. | Putting a toll on it could cause users to take the old road with slightly less traffic and push their speed up. Help road safety of Whangaparāoa road- this needs to be un tolled |
| 1415 | Individual | No, not for this new road. | This has been delayed for so long and has and will cause a lot of impact to the local Stillwater community. With traffic and noise during the construction process and after |
| 1416 | Individual | No, not for this new road. | Houses are being built in and around Whangaparāoa at a rapid rate yet the Penlink is only going to be one lane each way. This will likely cause traffic delays and increase the need for roadworks etc. And yet, the proposal is to charge us almost double the cost of using the Orewa tunnel. If the cost is to be \$8 a day then I would expect a free flowing, multi lane road as opposed to a single lane, traffic jam. The current proposal is not going to adequately service Whangaparāoa and is not going to solve the traffic issues for now or in the future |
| 1417 | Individual | No, I do not support the tolling of any new roads. | Please make it 4 lanes |
| 1418 | Individual | Yes, but I suggest some changes. | We pay extra fuel tax in Auckland to pay for such things if it to be tolled then let it be a small fee |
| 1419 | Individual | No, not for this new road. | A new road in this severely congested area is an absolute necessity for the local people. They have waited many years, and should definitely not have to foot the bill. |
| 1420 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need this to happen asap, in what ever way possible. The traffic along Silverdale and SH1 around Silverdale is not sustainable, more so as Mildale keeps Growing as well. |
| 1421 | Individual | No, not for this new road. | Because were already paying a levy on our petrol in Auckland for such things...we're broke and this could save us some petrol going to work but not if a toll is introduced |
| 1422 | Individual | Yes, but I suggest some changes. | Making it 2 lanes each way then I agree with tolling otherwise no toll |
| 1423 | Individual | No, I do not support the tolling of any new roads. | We pay enough in taxes and road user charges |
| 1424 | Individual | Yes, but I suggest some changes. | Cost has to be realistic, number of lanes has to be 4 minimal |
| 1425 | Individual | No, not for this new road. | There are already too many taxes regarding vehicles |

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| 1426 | Individual | No, not for this new road. | The price from Whangaparāoa to SH1 is considerable for light vehicles, for both on- and off-peak. This would be a huge increase in daily cost for commuters compared to using the existing route and I predict many people would not use Penlink at this price. |
| 1427 | Individual | No, not for this new road. | Surely road charges should be covered by what I already pay towards road user charges. But if you need to put a toll, surely keeping it at no more than \$3.00 a day. |
| 1428 | Individual | No, not for this new road. | Penlink has been delayed for far too long. Costing us precious time stuck in our cars. This should be funded by the regional fuel tax we have to pay |
| 1429 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I like the variable tolling proposal for Penlink, it makes sense for users to pay to use the road & for there to be a surcharge for peak travel times. |
| 1430 | Individual | No, not for this new road. | Three tolls for a single trip from Whangaparāoa to the SH1 seems extreme to say the least. If this is installed there should be fair and equitable distribution across the city. I feel two tolls should be imposed south of the bridge, or 1 on SH16 or 18. Rodney has all tolls yet thousands of Aucklanders benefit from visiting the area without ever having to pay. |
| 1431 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Seems fair for a shorter journey/paying for the road. |
| 1432 | Individual | No, not for this new road. | You say it's for future maintenance. If built properly there shouldn't be any. Also we are already paying a levy in our Hibiscus rates for roading. Cut out the cycle lane and save. |
| 1433 | Individual | No, not for this new road. | Because it will reduce congestion to all the roads around Silverdale area and would be beneficial not only to the peninsula residents but to the wider Hibiscus Coast area it should not be tolled. |
| 1434 | Individual | Yes, but I suggest some changes. | It needs to be cheaper for residents and only a toll RD for a limited time. IT NEEDS TO HAPPEN. PLEASE. |
| 1435 | Individual | Yes, but I suggest some changes. | Shouldn't be a toll for coming off or going on to SH1 from east coast road. This is long over due, and an unnecessary cost. |
| 1436 | Individual | Yes, but I suggest some changes. | Make it 4 lanes. |
| 1437 | Individual | No, I do not support the tolling of any new roads. | It's a critical road required to support the growth on the Hibiscus Coast. With traffic already impacting all surrounding areas and gridlocking certain areas this is a necessity and would be unfair to toll residents to access their homes safely |
| 1438 | Individual | No, I do not support the tolling of any new roads. | Because if Penlink ever actually happens I will be using it everyday to get to work and go socialise in weekends and it will become a ludicrous cost especially when there are people like me that come and go from the coast multiple times a day |
| 1439 | Individual | No, not for this new road. | The gas prices in Whangaparāoa and the surrounding areas are the highest prices in New Zealand. We pay enough tax in gas prices so why would you put a toll on Penlink. Too me that's thief as you can fund it through the gas prices you already have in place. |
| 1440 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | "Users" need to fund such roads |
| 1441 | Individual | No, I do not support the tolling of any new roads. | This road is required to relieve pressure from further up in Silverdale as well as to allow further development of the peninsula as more homes are built. The cost of commuting daily in this road is excessive. Your decision to make a one lane each way road is also pretty poor. People love driving their swift at 80% of the speed limit and unless they are banned then the time saved taking this route will be eaten up by my morons that like to hold traffic ransom. I would however pay to pass these awful humans. |
| 1442 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays (toll) is a fair way of paying for new road but only when this is consulted on before the new road is built. The toll (provided it is a fair and reasonable price) will still be cheaper than running costs of a vehicle to go the long way around. |
| 1443 | Individual | No, not for this new road. | This road will provide an alternative to Whangaparāoa road for people on the Peninsula to get to SH1. Having one road in and one road out is ridiculous and charging the residents for a complete oversight of the transport agency even more. If this hasn't been deprioritised for nearly 20 years the cost wouldn't have been astronomical. |
| 1444 | Individual | No, not for this new road. | Road should have been built ages ago. It's already half done. Why don't you toll the south Auckland motorway tunnel? |
| 1445 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I'm happy to contribute if it means we have alternate routes to the peninsula. |
| 1446 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is the fairest option |
| 1447 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The roads have to be paid for somehow, so it may as well be user pays until it can be integrated into the main roading system once funding permits. |
| 1448 | Individual | No, I do not support the tolling of any new roads. | The only way to get from Whangaparāoa to the city is through Silverdale. There are so many new 'houses' being built in Silverdale which will add more traffic as there is. So no, don't make people pay toll that's not fair. Not our fault there's more houses being built there which will cause so much more traffic |
| 1449 | Individual | No, I do not support the tolling of any new roads. | The ability to access Public Transport from the Albany hub for passengers who live on the Hibiscus Coast peninsula need to have quicker and more readily available motorway access. The current set up is no longer fit for purpose and requires a more proactive approach as opposed to the current reactive nature of all of Auckland's Roading. |
| 1450 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Keen for tolling to adequately maintain the new highway |
| 1451 | Individual | No, I do not support the tolling of any new roads. | I just don't see why we should be charged for using a road. There is a great need for another road from the peninsula, but if it's going to cost to use then I don't see many using it making it somewhat pointless |
| 1452 | Individual | No, not for this new road. | If this was a 4 lane road then yes I'd consider paying if the payments were to offset the cost for extra lanes. So ridiculous this is not four lanes from the start. This has surely got to be cheaper to do it now than waste millions in the future. |
| 1453 | Individual | No, I do not support the tolling of any new roads. | The inability to have built this road for over 30 years is why I won't pay for this road. You should have charged this fee into new land developments and it's another example of poor management and ultimately reclaiming costs at the end. The road needs to be built for infrastructure purposes. |
| 1454 | Individual | No, not for this new road. | As the growth of the area progresses government and council need to develop new roads and links. |
| 1455 | Individual | No, I do not support the tolling of any new roads. | We have paid in our road taxes for years. If it had been built when it was first proposed it wouldn't be costing what it is. |
| 1456 | Individual | No, I do not support the tolling of any new roads. | |
| 1457 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Got to be paid for but needs to be the same if not cheaper (if possible) than the Johnson Tunnels and should be for everyone using it |
| 1458 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | to get it built |
| 1459 | Individual | Yes, but I suggest some changes. | Whangaparāoa peninsula residents are not as affluent as you think. The lower socioeconomic residents will need commuter savings more than others and to think \$8 is reasonable is criminal. Warkworth residents go through a tunnel for quarter that price. Yes - Toll it but reduce it by at least 50%. \$4 maximum. |

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| 1460 | Individual | No, I do not support the tolling of any new roads. | Why is it that you need to pay a d*** toll fee to stay in the same d*** city. Give people a break with how the government is bleeding us dry with money. What a dumb thing to even consider doing this ! |
| 1461 | Individual | No, I do not support the tolling of any new roads. | I strongly believe this should be a 4 lane road. Do it once, do it right and save money in the long run. Big picture thinking is required. Particularly for a 2 lane road, tolling is not realistic in my opinion. |
| 1462 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The user pays tolling is the fairest way |
| 1463 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is fair to charge for it if that means getting it built. Will be a huge convenience for the local community. The travel through Silverdale is getting increasingly worse and it takes much longer to get home, especially with all the developments in the local area. In order to get home at a faster rate, I would happily pay that and I'm sure others would too. |
| 1464 | Individual | No, not for this new road. | North Aucklanders are going to be the main targeted population for this toll, they deserve to be able to use the new road to travel without having to be charged. |
| 1465 | Individual | No, I do not support the tolling of any new roads. | Roading in New Zealand provides essential infrastructure to support population growth. The government should schedule infrastructure funding and expenditure as needed, not as a political whim. |
| 1466 | Individual | No, not for this new road. | Tolling the Penlink will discourage its use and make the entire projects benefit redundant. |
| 1467 | Individual | No, not for this new road. | This road has been proposed for many years, the people living on the coast will not be able to afford to use it. |
| 1468 | Individual | No, I do not support the tolling of any new roads. | |
| 1469 | Individual | No, I do not support the tolling of any new roads. | Because people will decide to go the long way, cause more [emissions] in the air. We already pay fuel tax.. |
| 1470 | Individual | No, not for this new road. | The tolling proposed is ludicrous, \$8 return trip for 5 days a week is \$40! The cost of living has never been so disproportionate, and to add an expensive local toll is so unfair for young families trying to make a living. For 2 adults in separate cars (both needing our cars for work), that is \$80 a household per week! |
| 1471 | Individual | Yes, but I suggest some changes. | Without tolls would be great |
| 1472 | Individual | I am unsure. | Obviously no one wants tolls but I don't agree with charging more at peak times, driving in peak times is depressing enough without being charged extra for it. If you're going from Whangaparāoa road to state highway 1 twice a day 5 days a week that's an extra \$45 a week which is too much. Also if you HAVE to toll (which i don't think you should) people should be able to buy bulk tolls and get big discount, that's less paper work for you |
| 1473 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As long as the toll is a reasonable price, I think it is fair. The road should be more than 2 lanes to future proof it. |
| 1474 | Individual | | |
| 1475 | Individual | No, I do not support the tolling of any new roads. | Because A the road motorway to upper north Auckland is already tolled. And adding another toll road to lower north Auckland is just silly you made us part of Auckland now u want us to pay for a easier way home when we are already getting taxed for gas just cause we live in Auckland! It's ridiculous |
| 1476 | Individual | No, I do not support the tolling of any new roads. | |
| 1477 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | N/A |
| 1478 | Individual | No, not for this new road. | I believe the population in the area has grown due to new housing developments and if your going to build the population in the area then making sure public road access is suitable comes with that and not put that on the public |
| 1479 | Individual | Yes, but I suggest some changes. | No toll between SH1 and East Coast road. This shouldn't be subsidised by a toll as it's a local connection that has been needed for years and always ignored. There is no way to get off the motorway between Albany and Silverdale. It seems unfair to me to charge people \$1 to use an offramp |
| 1480 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Seems fair to charge more for peak times. This should happen more to change driver behavior and raise revenue for road safety measures |
| 1481 | Individual | No, not for this new road. | Ridiculous pricing will mean so many can't afford to travel this route. Therefore the road will not make the positive impact to traffic problems it is hoping to make. |
| 1482 | Individual | Yes, but I suggest some changes. | |
| 1483 | Individual | No, not for this new road. | Because Penlink was suppose to happen at least 10 years ago, we have been waiting years and now it's going to cost us |
| 1484 | Individual | Yes, but I suggest some changes. | Probably slightly to much for the tolls from Whangaparāoa to SH1. Would consider reducing by 50c -\$1. |
| 1485 | Individual | No, not for this new road. | You are charging \$1 to use what is effectively a motorway off-ramp between SH1 and east coast road - that is really not fair. This road is a vital link and should not be charged - start tolling roads in south Auckland instead also there is already another toll road not too far away from here you could use the money from that road |
| 1486 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The only change I would make is to keep the toll \$ amount the same and do not change for peak/off peak as it's confusing |
| 1487 | Individual | Yes, but I suggest some changes. | Light vehicle category should not include motorcycles, they should be on a \$2 levy rate. The light vehicle rate should also be discounted for the amount of passengers carried to incentivise car pooling |
| 1488 | Individual | No, I do not support the tolling of any new roads. | It should from our tax paid to government. |
| 1489 | Individual | No, not for this new road. | I think it is a similar situation to the harbour bridge, which isn't tolled |
| 1490 | Individual | No, I do not support the tolling of any new roads. | Roads should be provide by the local body and government. This road has been in planning for 30 years. |
| 1491 | Individual | Yes, but I suggest some changes. | I agree with a toll however I think the price is too high. I suggest something under \$2 |
| 1492 | Individual | No, not for this new road. | We pay substantial road taxes and this is exactly the type of infrastructure we pay this tax for. |
| 1493 | Individual | Yes, but I suggest some changes. | The tolls seem overpriced, especially compared to the Northern Gateway. Also, the difference between the off-peak and on-peak is not large enough to encourage people to change their behaviour. Also, the public transport options for people living towards the end of the peninsula are not that great and Penlink will make the most difference to their lives. If AT could improve the ferry service then it may actually provide a better choice for those people. I like the fact that there are different prices for using different parts of the road. |
| 1494 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If you need to fund the road do it and build it now not later. |
| 1495 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Without tolling there will be increased induced demand that undermines local and central government plans to address climate change. |

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| 1496 | Individual | Yes, but I suggest some changes. | Do not toll Stillwater residents. We do not want Penlink and it is going to have big impacts on us. Why keep making it worse for us. We understand why the bridge has to be built but keep the tolls on the Whangaparāoa side. |
| 1497 | Individual | No, not for this new road. | Creating a direct route reducing traffic. Seems unreasonable to charge extra. |
| 1498 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's a significant project and those that will be using the route the most should foot the bill |
| 1499 | Individual | No, not for this new road. | |
| 1500 | Individual | No, not for this new road. | |
| 1501 | Individual | Yes, but I suggest some changes. | It would be a lot easier to be charged straight to your debit card via a phone app. The current system for the North Tunnel is annoying and archaic |
| 1502 | Individual | Yes, but I suggest some changes. | Should be passing costs on to motor vehicle users. Needs to be pedestrian and cycle lanes and is pointless to have less than 4 lanes |
| 1503 | Individual | No, not for this new road. | We live far enough away from the city that all options to get there costs quite a lot, be it bus, ferry or car. There is also a toll road heading to Puhoi. Most people live this far out due to not being able to afford more central living so adding another cost to get to work isn't helpful. A toll here would just mean ppl will travel the longer route for free due to the regularity of the travel to work, meaning the build of penlink is a waste. |
| 1504 | Individual | No, not for this new road. | There is zero toll in the current route because of proximity to central CBD areas. Also is still in super city region, so how is it fair to slap a toll on a new road improving a commute within the Auckland district. Could work out around 2000 dollars extra cost a year for those Whangaparāoa residents that commute to the CBD or surrounding areas 5 days a week. |
| 1505 | Individual | No, not for this new road. | The toll for the northern motorway was clearly conveyed up front, and once the road was in place, a series of changes with sham "consultations" quickly saw a reasonable system eroded. I have no trust that the initial toll will stay in place, and it will instead be quickly replaced by a more expensive and less fair system with fewer options. It's likely to be another bait-and-switch approach. Rather than go through this scam of a "process" again, let's just simplify the situation and not toll the road at all. |
| 1506 | Individual | No, not for this new road. | I think that road is extremely necessary for residents of the Hibiscus Coast to relise pressure. Maybe this road could be tolled for non resident, but residents of the Hibiscus Coast should be entitled to free access. |
| 1507 | Individual | No, not for this new road. | Because people have waited 40 years for this road. The Regional Council has promised it since my mother was a child. For Christ's sake, even the suggestion of it being a toll road shows how out of touch the people who run Auckland are. |
| 1508 | Individual | No, not for this new road. | |
| 1509 | Individual | Yes, but I suggest some changes. | It should be four lanes and one single tolling station for no more than \$1.50 per vehicle |
| 1510 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1511 | Individual | Yes, but I suggest some changes. | Much needed road, but short sighted to make it 2 lanes. Needs to be either 3 lanes with one that changes direction at peak hours, or better still 4 lanes. |
| 1512 | Individual | No, not for this new road. | Should be free for road users living, working in the area. |
| 1513 | Individual | Yes, but I suggest some changes. | Yes, I like the variable tolling, but having a discount price if you were a daily user would be great. \$ 4 each way each day would be expensive. |
| 1514 | Individual | No, not for this new road. | Because I live in Stillwater and don't think Penlink should be built. |
| 1515 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1516 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Reasonable to want tolls to cover ongoing maintenance |
| 1517 | Individual | No, not for this new road. | This project should have been done years ago. Our population is growing with all the new builds and apartments going in place. How is it fair for us to be penalised to use Penlink to get to and from work when I've already got to pay for parking and fuel out of my own pocket to get to and from. With that being said, if you make sure it's 4 lanes (2 in 2 out) then I'd be happy to pay the toll. |
| 1518 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This is a stupid survey. The only way Penlink is happening is via PPP which involves tolls. NZTA is not and has not ever intended to fund this 100% so why bother w/ the survey |
| 1519 | Individual | No, not for this new road. | Many of the new roads South of Auckland aren't tolled, but North has to bear with unfair additional financial burden. This is on top of fuel tax which supposedly should pay for roads/maintenance. |
| 1520 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1521 | Individual | No, not for this new road. | Roading has long been poorly managed on the Hibiscus Coast and the high fuel tax should cover it. Electric cars also use the roads and they should be taxed also |
| 1522 | Individual | No, I do not support the tolling of any new roads. | Taxes pay for maintenance, upkeep and new roads. This road has already been paid for. |
| 1523 | Individual | No, I do not support the tolling of any new roads. | The road taxes should be sufficient to pay for this road. We don't need more taxes. |
| 1524 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It ti time nzta went to more user pays roading options. Then you will have money to spend more updates. |
| 1525 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Costs involved. User should pay until all costs recovered from construction. |
| 1526 | Individual | No, not for this new road. | I don't beleve it is fair to peanlise people by making them pay a toll on top of existing road user charges / Petrol tax / Regional fuel tax. Especially when the general income is lower in that region of Auckland. |
| 1527 | Individual | No, not for this new road. | We pay enough tax on fuel to fund all new roads. Tolling will be a ploy to discourage residents from using it as it is only going to be 2 lanes so hopelessly inadequate for the volume of cars |
| 1528 | Individual | No, I do not support the tolling of any new roads. | Fuel tax was added to Auckland to pay for roading projects so we are already paying for this road |
| 1529 | Individual | Yes, but I suggest some changes. | |
| 1530 | Individual | No, I do not support the tolling of any new roads. | We already pay road tax, higher petrol taxes than anywhere else in NZ should we pay tolls too? Also the people of Whangaparāoa did NOT create the problem out here nor allowing all the huge housing estates which have put so much increased pressure on Whangaparāoa road. Absolutely we should NOT be having to pay a toll to use Penlink. |

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| 1531 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Needs to have an electronic mode of paying like the 'Telepass' in Italy. It is too easy to forget to make a toll road payment then pay double to cost in fines. |
| 1532 | Individual | No, not for this new road. | We are paying 11.5c per litre in additional road/fuel tax. This is not equitable as you put it. |
| 1533 | Individual | I am unsure. | penlink will be a huge inconvenience for Stillwater residents. (Noise, pollution, interrupting nature, traffic) I think the tolls should be at the Whangaparāoa end where it is benefiting the people on peninsula. Stillwater residents should be able to use it for free for all of the inconvenience! |
| 1534 | Individual | No, not for this new road. | We already have a toll road that goes to upper north of the island. This road shouldn't be tolled |
| 1535 | Individual | No, not for this new road. | I pay petrol tax which is meant to be used for roads. I don't use majority of Auckland roads that are maintained. But still pay for them. Why should this road be any different. |
| 1536 | Individual | No, not for this new road. | Because it is a road that should have been completed years ago not only once the current roading can no longer support the population |
| 1537 | Individual | No, not for this new road. | Your toll after Stillwater will create in reasonable traffic on duck creek road. This road is rural, windy and already prone to accidents. By adding a toll at Stillwater or thereafter you will create a nightmare for a small community. |
| 1538 | Individual | No, I do not support the tolling of any new roads. | Auckland residents already pay more for petrol, more for public transport and more in rates, more in water and more in refuse removal. Where has all that money gone?! |
| 1539 | Individual | No, not for this new road. | there are too many Toll Points considering the capital cost of the point and the expected Toll Fee |
| 1540 | Individual | No, not for this new road. | A lot of roads in North Auckland are already tolled compared to the rest of Auckland. Tax should cover this |
| 1541 | Individual | Yes, but I suggest some changes. | Tolls seem expensive. |
| 1542 | Individual | No, I do not support the tolling of any new roads. | Because we pay an Auckland fuel tax for this purpose to fund new roads so the road should not be tolled. South Auckland got a tunnel free the same should apply for Hibiscus Coast, it is down to the council for allowing so many new developments and further traffic to the roads |
| 1543 | Individual | No, I do not support the tolling of any new roads. | Fuel is already high for everyone and for us in Whangaparāoa who travels everyday, the toll will be too costly. |
| 1544 | Individual | No, not for this new road. | This road should be 2 lanes either way not just single lanes. Fuel tax's and other regional tax's should be used for a single lane road not tolls. |
| 1545 | Individual | No, not for this new road. | Put a toll on this road and very few will use it, \$8 return trip per day, \$40 a week, most will rather use the free route negating the impact of an alternate route. |
| 1546 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1547 | Individual | No, I do not support the tolling of any new roads. | Because this doesn't really benefit the people living in Stillwater, in fact the bridge becomes an eyesore over a beautiful river and natural area |
| 1548 | Individual | Yes, but I suggest some changes. | I think some tolling is fair however the charges for the road are too high given its short length and limited time saving on a typical journey most people will make (to/from Auckland CBD). Similarly, the off peak charges are too close to the on peak charges and therefore will not be an effective incentive for people to travel off peak. I would also suggest a lower charge for motorcycles as is the case with the northern toll road for consistency and fairness. |
| 1549 | Individual | No, I do not support the tolling of any new roads. | Because we already pay road taxes. |
| 1550 | Individual | Yes, but I suggest some changes. | We are already paying the regional fuel tax which is supposed to be going towards improvements to the roads. Minimal work has been done on rail etc for us on the coast and now it is proposed to tax us more. Why are new roads or rail in Auckland South not being taxed. |
| 1551 | Individual | No, not for this new road. | We pay more than enough with fuel taxes. |
| 1552 | Individual | No, not for this new road. | The inflation is high as it's on gas prices and other utilities I don't think charging us more would be a good idea |
| 1553 | Individual | Yes, but I suggest some changes. | I noted that the toll points would mean that the whole road would be tolled not just the bridge section. In previous meetings and emails it was confirmed by NZTA that only the bridge section would be tolled as that is the major cost section of the road. |
| 1554 | Individual | No, not for this new road. | I don't understand why you would discourage usage of a shorter route that would reduce emissions. |
| 1555 | Individual | Yes, but I suggest some changes. | I'm unable to see the sense of having a shared cycle & walkway. I see these users will have access to the off ramp at SH1. Where do they then go? It's far too far to walk to work as there are no work places nearby and cycling along SH1 is forbidden? This option just is not practicable is it? So lets have a design built for the future with a four vehicle lanes. You will not get significant numbers of cyclists and walkers using Penlink to justify this "added" facility. |
| 1556 | Individual | No, I do not support the tolling of any new roads. | We are taxed a road levy and a railway levy and we don't even have a rail system on the shore? |
| 1557 | Individual | Yes, but I suggest some changes. | Tolling is fine, but make the road (a little more) future proof by making it 4-lane throughout. |
| 1558 | Individual | No, not for this new road. | As we are already paying a road tax at the pump as well as road user charges and the roads are not being maintained in a proper manner. |
| 1559 | Individual | No, not for this new road. | We have been waiting YEARS for this waiting in lengths of traffic for years just for you to give us a new road and charge us to use it?! |
| 1560 | Individual | No, not for this new road. | |
| 1561 | Individual | No, not for this new road. | I do not believe that drivers from Stillwater should be tolled so much to get to east coast road or the motorway. They are having lots of disruption due to this build, and so this doesn't seem fair. Perhaps there should be a cheaper/free option for residents |
| 1562 | Individual | Yes, but I suggest some changes. | I think it's a little too pricey going to Whangaparāoa. I would like to see more of a breakdown of how that number was created to see if its justified but that would add almost \$50 to my expenses a week. |
| 1563 | Individual | No, not for this new road. | Excessive fuel tax should assist covering the costs. Continued lack of foresight in Whangaparāoa from nzta... |
| 1564 | Individual | No, not for this new road. | Cost of everything is so high and increasing, fuel, car maintenance, food etc and salaries are not increasing with inflation, and now an added cost to use a road to get to and from work. |
| 1565 | Individual | No, I do not support the tolling of any new roads. | We pay enough in road users charges, and fuel tax that we should not be penalized any more for roading infrastructure |
| 1566 | Individual | No, I do not support the tolling of any new roads. | Affordability and taxes should cover this |
| 1567 | Individual | Yes, but I suggest some changes. | Penlink serves a relatively small number of people with a bypass road that works to impede the flow of SH1 with another interchange. I would prefer this project was replaced with a AMETI style transit solution. If the project does go ahead, I would imagine \$8 a day for onpeak use will push many to use the existing route anyway. |
| 1568 | Individual | Yes, but I suggest some changes. | The toll price is excessive |
| 1569 | Individual | No, not for this new road. | |

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| 1570 | Individual | No, not for this new road. | Should have built it years ago with no toll. People already pay for roads and tolling a shorter route is not environmentally friendly ! People on the coast are not rich either.... No toll roads south ! |
| 1571 | Individual | No, I do not support the tolling of any new roads. | because the government already charges enough for taxes |
| 1572 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User Pays |
| 1573 | Individual | No, I do not support the tolling of any new roads. | I live in Stillwater, don't want the Penlink and never have wanted the stupid bridge and I won't pay to use it as it's a pointless addition that will cause years of noise, pollution and environmental damage for the people who chose to live on the peninsula knowing about the roads and traffic issues beforehand |
| 1574 | Individual | No, I do not support the tolling of any new roads. | We have had petrol tax increases to cover additional projects. |
| 1575 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It will be needed to be maintained. Tolling is a fair way to gain funds for that. |
| 1576 | Individual | Yes, but I suggest some changes. | All for Penlink, but \$30 a week for tolling is already so harsh when the govt introduced a 10c fuel tax to go towards roads, tolls and highways etc. i think the price should be cheaper or subsidised for those living on the coast. |
| 1577 | Individual | No, not for this new road. | If the government actually put thought into infrastructure to begin with we wouldn't have this problem. Why should the taxpayer, who is paying enough in fuel and other taxes be penalised for using this road? We live up in Gulf Harbour and work in the city ... can we be compensated for the hours of family/work time we miss out every week because of the ridiculous amount of traffic on the one road on and off the peninsula. If the government will compensate our time when we will happily consider the toll fee. But otherwise no! |
| 1578 | Individual | I am unsure. | The pricing document is weird and I can't figure out how much it would cost me to get from Whangaparāoa and back. Is it \$7 each way?? Or just \$3? I would support \$3 each way for the full length use but not \$7 |
| 1579 | Individual | No, not for this new road. | Maybe if it was a four lane highway that would justify tolling. |
| 1580 | Individual | No, not for this new road. | People are already hit hard enough with petrol prices and covid aftermath |
| 1581 | Individual | No, I do not support the tolling of any new roads. | |
| 1582 | Individual | No, not for this new road. | This is a very practical road that needs to be added to help with the "flow" of Auckland. This area has and is expanding so much making the 1 road in, 1 road out situation extremely unviable. I think Aucklanders as it is, have an expensive enough life, and long enough commute to work etc. to toll it and not toll other new roads around NZ seems that Aucklanders are targeted for tolling prices. |
| 1583 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road is needed. If tolls are needed to get this done, then so be it. |
| 1584 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's been used all over the world for years including NewZealand - and it funds better transport facilities and in an immediate start to lots of projects that have to wait for funding |
| 1585 | Individual | No, I do not support the tolling of any new roads. | All roads are for of all people and have historically been funded by a combination of various taxes and rates. Its inequitable to just toll new roads. All roads should be funded equitably. If road tolling is to be introduced as a new form of tax it should be applied to all roads. |
| 1586 | Individual | No, I do not support the tolling of any new roads. | No thank you |
| 1587 | Individual | No, not for this new road. | Why should I in Whangaparāoa have to pay for a road which should have been built 30 years ago! People in Howick for example haven't been tolled on any of the bridges built for them. |
| 1588 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am quite happy for tolls to be used to pay for roads |
| 1589 | Individual | No, not for this new road. | Tolling will mean that most people will still use SH1 and traffic will remain similar |
| 1590 | Individual | I am unsure. | Depends on toll price but Penlink MUST go ahead |
| 1591 | Individual | No, not for this new road. | Penlink has consistently been pushed back, residents have been waiting for too long for this road to be built. Rates have continued to be raised during this time-this should be used for Penlink |
| 1592 | Individual | No, not for this new road. | We have been waiting a long time for this road, why do you only toll roads in the Rodney area. |
| 1593 | Individual | No, I do not support the tolling of any new roads. | The govt is already collecting huge revenue from petrol taxes in our area on the premise that this money will be used to fund roading infrastructure. Once again the Auckland motorist will be ripped off if we are forced to pay a toll on top of this tax. Petrol on Whangaparāoa Peninsula already costs \$2.83 for 95 octane. Enough is enough. |
| 1594 | Individual | No, I do not support the tolling of any new roads. | Tolls are a further taxation on the poor, infrastructure should be paid for by the greater community and not just those that use the roads. The benefit of infrastructure is to the whole community not just the travellers so the whole community should pay for the project. I use services in the area and will be disrupted by the development. |
| 1595 | Individual | No, I do not support the tolling of any new roads. | Because we already pay a regional fuel tax that should cover this |
| 1596 | Individual | Yes, but I suggest some changes. | I don't want to pay a toll when I live in Stillwater and it looks like I would pay when I turn off at Duck Creek rd coming into Stillwater and when leaving only to pay another toll. Why should local residents pay when we don't even go across the bridge to Whangaporoa that we don't want??? |
| 1597 | Individual | Yes, but I suggest some changes. | The cost of the toll is to high |
| 1598 | Individual | No, not for this new road. | |
| 1599 | Individual | No, not for this new road. | The proposed prices are way too high, for someone living in Whangaparāoa and using Penlink to get to work a \$40 weekly fee is a rip off. Penlink is desperately needed and should have been built years ago - certainly before council allowed all the new housing in the area. As this road has critical need it should not be paid by users and certainly not at the proposed outrageous prices. |
| 1600 | Individual | No, not for this new road. | The toll is very higher for people who will have to travel each day |
| 1601 | Individual | No, not for this new road. | The cost of commuting from the Whangaparāoa area is already high. Additional tolling will exacerbate costs, possibly causing workers and families to struggle. Additionally, the traffic problems in this area are being increased by the intensive development of new housing tracks. I feel like new roading to compensate for this population increase should be incorporated into the development plans. Given the intensification of housing in the area, I do think Penlink will be useful and is needed. However, overall, it's a minor benefit as the traffic after Penlink (Albany to the bridge) is consistently terrible. |
| 1602 | Individual | No, not for this new road. | Because the current roading infrastructure is not sufficient. This is not a disproportionate benefit. It's a desperately needed road. If the road had been completed 5-10 years ago then tolling would have been appropriate |

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| 1603 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1604 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1605 | Individual | Yes, but I suggest some changes. | Toll the road up to a specified amount eg 500m |
| 1606 | Individual | No, not for this new road. | I live on the coast for 20 years. I cannot imagine the s*** show it is now with all the developments... this is a necessity, not a luxury! |
| 1607 | Individual | No, I do not support the tolling of any new roads. | Use all the taxes you take from us to pay for maintenance. |
| 1608 | Individual | Yes, but I suggest some changes. | Paying already more on gas as tye rest of the country so \$4 one way is to much . What are the \$0.10 cent for add on tax per litre patrol then ? |
| 1609 | Individual | No, not for this new road. | |
| 1610 | Individual | I am unsure. | Perhaps tolling this will render it not useful for everyone to use - people may not be able to afford tolls if they are travelling every day twice over the road. |
| 1611 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink has been desperately needed for quite some time, if tolling is what is needed to get it done then so be it. Those who do not wish to pay the tolls can go the usual route. |
| 1612 | Individual | No, I do not support the tolling of any new roads. | We pay enough on taxes already. |
| 1613 | Individual | No, not for this new road. | Highest fuel prices and tax earns from that can support this majorly government delayed project. Forecasting and consent volumes should have indicated this should have been built 20 years ago - when the cost would have been offset by economic growth by now. |
| 1614 | Individual | Yes, but I suggest some changes. | Needs to be 4 lane not 2. |
| 1615 | Individual | No, not for this new road. | No reason to toll it. Gas price tax is more than enough to fund this and others around the country. |
| 1616 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's critical to get started on the Penlink please and ease the journey and traffic for the ever increasing number of residents on the Coast, ourselves included. |
| 1617 | Individual | No, not for this new road. | In the 25 years that this has been in proposal, enough revenue should have been gathered to fund the road. The toll will remain after reimbursement, just like the Puhoi tunnel toll. |
| 1618 | Individual | Yes, but I suggest some changes. | The toll is cost prohibitive. At the proposed toll pricing, \$6-\$8 per return trip between SH1 and Whangaparāoa, the road will not be used for the intended purpose because it is too expensive for the majority of users. It would be a waste of taxpayer dollars to build the Penlink if it cannot be used by the majority of users due to the high cost. Consideration should be given to the relative proportions of users, meaning that most users will be travelling to and from Whangaparāoa. Incentivising the use of Penlink with a realistic toll price will create a similar amount of revenue for maintenance of the road with a higher volume of traffic. As an aside, at one lane each way, there will be congestion and people will not pay such a high the toll if there so much congestion it does not actually save any time. Suggest a flush median (third lane) which changes with traffic flow is included in the Penlink if the proposal to toll the road proceeds. One final point, the return toll mentioned above of \$6-\$8 excludes the additional charges that will be billed to those who do not have an account or who do not pay on the day the toll is used. This additional cost should be considered for visitors who bring tourist dollars to local businesses, who with high toll costs and additional charges, are likely not to return at this price. |
| 1619 | Individual | No, I do not support the tolling of any new roads. | This is what our tax money is for |
| 1620 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As it's not a through road, but rather targets a particular destination and population, it seems fair that the regular beneficiaries contribute more in fares than the rest of the region or country. |
| 1621 | Individual | No, I do not support the tolling of any new roads. | Why should we have to pay even more to for new roads. that what all the petrol taxes and rates are for |
| 1622 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I'm Sick of traffic and an independent midwife and have to get to NSH |
| 1623 | Individual | I am unsure. | We already pay a ton of taxes so surely it can be funded by the govt. If it is tolled I guess some won't mind paying it, so the alternative route would be quieter anyway so no need to take that toll road. |
| 1624 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I feel a user pays system is most fair on the wider group of Auckland motorists. |
| 1625 | Individual | Yes, but I suggest some changes. | 1 toll only for the whole road |
| 1626 | Individual | Yes, but I suggest some changes. | I think there should be one toll only regardless of where you get on. I also only think there should be a toll if it is 2 lanes each way. |
| 1627 | Individual | No, not for this new road. | This project is 2 decades overdue and we have long paid the price of not having it. I moved away from the HBC due to traffic issues particularly the one way in one way out situation. We paid in hours of lost time and in extra fuel. We have worn the cost already for years and now you want to make us pay once again. Other option is not have local residents have to pay the toll. |
| 1628 | Individual | No, not for this new road. | This is a much needed roadway for a heavily congested area, toll will put people off using it, resulting in no change to serious traffic issues. |
| 1629 | Individual | No, not for this new road. | It is should the same to Millwater and Orewa. Please charge them as well. |
| 1630 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1631 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling needs to be a fair cost that represents the valued gained by not taking the free routes available, this includes a traffic build up. Penlink needs to be 4 lanes for convenience if the cost is going to be more than \$2 each way. |
| 1632 | Individual | No, I do not support the tolling of any new roads. | We already pay enough tax on fuel for the upkeep of our roads. Why should we pay more |
| 1633 | Individual | No, I do not support the tolling of any new roads. | I think we pay enough taxes via our Pay, GST and Fuel. I feel these taxes should suffice the cost of building and maintaining Penlink. If not, then grassroot restructuring is required at NZTA & AT. The amount of money being spent on maintaining Dynamic lanes here. Every other week there are contractors on the site. Half of the lights installed not working. Last week they put a new ones at the start and end of dynamic lanes. Was the work done under any warranty and how much money being poured to maintain Dynamic lanes? Its worrisome! Also, things are anyway getting more and more expensive with income being same. I do not endorse tolling Penlink. |
| 1634 | Individual | I am unsure. | The more economical it is to use the more people will use the penlink as that is the point to take away the bottleneck in Silverdale. |
| 1635 | Individual | Yes, but I suggest some changes. | I think the toll should be minimal \$1 a day type thing. Not both ways and maybe you could buy a monthly pass - people will use it every day - it's going to be popular needs to be fair |

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| 1636 | Individual | No, not for this new road. | I do not think that daily road users commuting to and from work everyday from the coast should have to pay such high tolls as we already pay high rates and tax already. I believe that larger new developments/developers should be accountable for paying a fee towards the building of Penlink as they are going to be the ones responsible for more and more traffic and road use to and from the coast. |
| 1637 | Individual | No, not for this new road. | Why do people in 1 area of Auckland have tolls but not another? It's not fair. We all pay road tax. |
| 1638 | Individual | Yes, but I suggest some changes. | Tolling at peak hour is unfair due to higher use for work commute. This could equate to 2k a year in charges. Also, given Puhoi tolling has now paid for this road surely it makes enough ongoing revenue to service both roads going forward. |
| 1639 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. Also some of the Silverdale businesses will miss out on passing traffic/trade. |
| 1640 | Individual | No, I do not support the tolling of any new roads. | We already pay so much on fuel levies that I think it is unfair to toll on this road, council should have considered it before building 1000's of houses without proper roading infrastructure, we only have 1 way in and out of the peninsula. Will all road users pay? I doubt pedestrians and cyclists will pay so why should motorists? |
| 1641 | Individual | Yes, but I suggest some changes. | No charge for Stillwater users coming from Duck Creek Road. Already a drastic cost to them during construction |
| 1642 | Individual | No, I do not support the tolling of any new roads. | Another cost that one has already paid for |
| 1643 | Individual | Yes, but I suggest some changes. | \$4 each way seems high, I work 5 days a week and would potentially use each day during peak hours, at that price I'll stick to the free route |
| 1644 | Individual | No, not for this new road. | |
| 1645 | Individual | No, not for this new road. | We pay enough in taxes. Shouldn't have to pay for a faster way to work when this should have been done 10+ years ago. |
| 1646 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Although I would prefer not to pay a toll at all for the new link, I also appreciate that the new access option will likely save money for me over time on petrol travelling through to Silverdale to access the motorway. |
| 1647 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1648 | Individual | Yes, but I suggest some changes. | Toll is to high to and from Whangaparāoa road/state highway! |
| 1649 | Individual | Yes, but I suggest some changes. | Why is it that a motorcycle (approx 180kgs and very small) is considered to require the same toll price as, for example, a 3500kg SUV which might be 5-6 metres in length? (e.g. a Ford F150). If the tolls are proposed to be used for maintenance and operational costs as quoted, rather than planning and construction, then logically a motorcycle impacts FAR less on the road surface than a 3.5 tonne car in that regard and therefore should be subject to a far greater toll expense. I would hugely appreciate consideration is given to introducing a cheaper motorcycle toll price point (e.g. \$2 peak travel times, \$1 Off Peak times, for the Whangaparāoa road to SH1 connection) to reflect the reduced impact on the road's maintenance requirements from such a small vehicle |
| 1650 | Individual | No, not for this new road. | 3 toll payments for one bit of road is ridiculous. |
| 1651 | Individual | No, not for this new road. | A toll road is a terrible idea, no one will use it, everyone who lives in Whangaparāoa will just go the usual way we have been for years |
| 1652 | Individual | No, not for this new road. | Only a small group of users. Already pay extra tax on fuel levies. Not fair on that community. |
| 1653 | Individual | No, not for this new road. | |
| 1654 | Individual | Yes, but I suggest some changes. | I think the toll is fair if Penlink is 4 lanes. 2 lanes each way. Else I can see this becoming logged jammed and taking just as long as it does now...therefore you aren't saving on anything. |
| 1655 | Individual | No, not for this new road. | It's more that the amount of people going out and in of this area is massive and now. I work in a area that often needs ambulances and police around the and other medical teams so with less traffic this would mean faster help. But also I know that the people around the area can not afford to pay a toll especially with Covid and everything else. |
| 1656 | Individual | No, not for this new road. | The Johnston tunnels were only supposed to be temporary but they are still there. Don't be greedy |
| 1657 | Individual | No, not for this new road. | Auckland already pays a petrol tax to contribute to roading and infrastructure costs |
| 1658 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I like that the \$4.00 fee is more than the bus would be. It should definitely be tolled. I'd actually prefer it if the road wasn't built at all - people knew the Peninsula was one road in and one road out when they moved out there so on what grounds do they have to complain? It's crazy that Government money is spent on the construction; I definitely don't want Government money spent on maintenance - make those that asked for it and use it pay for it. |
| 1659 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Simple user should pay. |
| 1660 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Happy to pay for a road that I will use. Rest of the country shouldn't have to pay for it. |
| 1661 | Individual | No, I do not support the tolling of any new roads. | Isn't the regional fuel tax for Auckland, supporting the building of new infrastructure? We pay enough tax as it is. |
| 1662 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because this road does not improve significantly any economic benefit and it only benefits a small portion of residents of the harbour. |
| 1663 | Individual | No, not for this new road. | I think the funding for this road should be from the government taxes. This road isn't a "nice to have" it's an absolute must based on the amount of housing development which has been allowed to happen on the peninsula. |
| 1664 | Individual | Yes, but I suggest some changes. | I understand the need for a toll however, the current toll amounts are too high. It will be very expensive for those who use the road on a regular basis. |
| 1665 | Individual | No, not for this new road. | Because we had the money set aside years ago then was used up. |
| 1666 | Individual | No, not for this new road. | Because it's not right to toll the only other way out of the area considering it took this long to make a necessary addition |
| 1667 | Individual | Yes, but I suggest some changes. | While a variable rate is a great idea, \$8 a day is too high and travelling outside of peak times is not realistic for many users. Most people are not able to travel outside these times. This will disadvantage lower income travellers who will not be able to access Penlink for travelling to and from work. The Hibiscus Coast is often charged at a higher rate for services (petrol springs to mind!) because of the assumption of higher incomes in this area - which is not accurate. I know of many people who will not be able to afford this. Yes they can use the free routes but it should be subsidised by our road taxes. |
| 1668 | Individual | No, I do not support the tolling of any new roads. | We already pay 70 cents per liter of petrol to National Land Transport and a further 10 cents per liter to ACC. It simply isn't fair to toll Penlink whereas the Waterview Tunnel and other large roading projects are not tolled. |
| 1669 | Individual | Yes, but I suggest some changes. | Should allow concession ticket prices (reduction for prepay or monthly / yearly tickets. |

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| 1670 | Individual | Yes, but I suggest some changes. | Costs need to be lower and multi use discounts applied. Stillwater and East coast road access should be free. |
| 1671 | Individual | No, I do not support the tolling of any new roads. | |
| 1672 | Individual | No, not for this new road. | Large numbers of new developments have been built with little/no council or government funding to support the building of new infrastructure which is desperately needed for all the new houses especially in Stanmore Bay area |
| 1673 | Individual | Yes, but I suggest some changes. | We have been taxed an extra 10 cents per litre on our fuel for some time now yet around the Hibiscus Coast there has been little to no changes, I agree that it should be tolled but the prices are too high. |
| 1674 | Individual | No, not for this new road. | Whangaparāoa residents have always had to suffer with only one route in, and one route out of the area. Increased time in traffic, increased petrol costs, and no option to reroute should there be an accident or emergency evacuation in the area. They will be the people most affected by this proposed toll. A second route in and out of the area is well overdue as no other area in Auckland has this type of restriction. It would be most unfortunate to see these residents charged for using a route that reduces their emissions and time on the road. |
| 1675 | Individual | Yes, but I suggest some changes. | Cheaper tolls to make it feasible for those living on the coast, and use the 10c per litre thats been wasted on other feasibility studies. |
| 1676 | Individual | No, not for this new road. | I believe the cost to those of us living on the peninsula is unreasonably high (nearly \$2000 per year per car). I believe most of these amounts should be cut in half. At this price, many people will choose to forego the penlink, limiting the potential alleviation of congestion. I am fine with these prices for casual use but for those of us who drive to work along SH1 it is untenable at that price. |
| 1677 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Users do not already pay the northern link tunnel lol, and it should be a user pays system. |
| 1678 | Individual | No, not for this new road. | |
| 1679 | Individual | No, not for this new road. | I don't believe rate payers or local road users should have to pay for a motorway that should have been built many years ago. They have put up with inadequate roading for too long - one road in and out etc |
| 1680 | Individual | Yes, but I suggest some changes. | I support a toll, but would like to see some kind of discount for frequent users, i.e., daily commuters going to/from work. |
| 1681 | Individual | No, I do not support the tolling of any new roads. | Because prices for public transport and vehicle use is already to high, eg fuel tax and prices. it's a robbery |
| 1682 | Individual | I am unsure. | The benefits to use the bridge mean those coming from Orewa south through Silverdale will have far less congestion but will be subsidised by those paying a toll which seem about 50% too high based on other toll roads and based on the length of it and estimated cost. If you keep tolls as is you will still have congestion at the end of Whangaparāoa Rd due to cost. |
| 1683 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If people want to use the road, they should pay |
| 1684 | Individual | No, not for this new road. | Aucklanders already pay a fuel tax to cover projects like this. Also, I'm sure the Johnsons tunnel route is also already past covering its cost. |
| 1685 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it was State highway be different thing |
| 1686 | Individual | No, I do not support the tolling of any new roads. | There are already taxes on rate payers that cover roading. We should not be charged further for using roads. |
| 1687 | Individual | No, not for this new road. | Because it's crucial for the flow of traffic and the council allow the houses to be built and no infrastructure to support the cars from them |
| 1688 | Individual | No, I do not support the tolling of any new roads. | We pay enough in taxes including fuel taxes that new roads should be covered, given the impact that congestion has on the economy. |
| 1689 | Individual | No, not for this new road. | Already paying extra tax on petrol for local roading |
| 1690 | Individual | No, I do not support the tolling of any new roads. | I travel daily to penrose for work and it will be too expensive for me to use Penlink if tolled. |
| 1691 | Individual | No, I do not support the tolling of any new roads. | Because i pay way too much tax that this government has imposed on my fuel. With the regional tax. Which has not benefited me or anybody on the Hibiscus Coast in the slightest |
| 1692 | Individual | No, not for this new road. | Surely the hbc has paid enough with the petrol taxes to get a new (badly needed) road where we don't have to pay a toll. How is it roading projects around the large cities don't have tolls yet here on the coast we have one already, debate about Puhoi bypass being tolled and now Penlink. If you do bring in a toll then for goodness sakes make the road 4 lanes (2 each way) from the start as was original plan before delays which hiked the price and has led to the 2 lane idea. |
| 1693 | Individual | No, not for this new road. | The gain for Auckland's economy and general efficiency outweighs the toll prices. Provide a good form of transport and recoup the costs through taxing a larger economy. |
| 1694 | Individual | No, not for this new road. | Tolling is the only way Penlink will look as though the 2 lanes is the correct design, which it is not. If the required 4 lanes were built I would support \$1 dollar tolls each way all times. This is probably the same income total as the \$8 day, \$40 week is too high for regular commuters and therefore Penlink will not have the same volume of traffic. |
| 1695 | Individual | Yes, but I suggest some changes. | I don't support a different rate for different times. I still feel this is such a missed opportunity making it one lane either way and now see there is a cycle and pedestrian lane. How will the cycles be tolled? |
| 1696 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because someone has to pay for the road. |
| 1697 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | varying rates are fair to all users |
| 1698 | Individual | No, not for this new road. | People that live on the Hibiscus Coast have been promised this road for an extremely long time. Poor planning and execution have meant that the costs of building the road have increased. The road almost certainly looked to be being built under the government announcement last year to stimulate the economy. We already pay the most expensive fuel anywhere else I've seen in the country which includes significant Auckland fuel taxes that are supposed to cover projects like this. The council and government are happy to push for development with tens of thousands of new houses in the area but little infrastructure to support this. I sometimes use the ferry to commute to work in the CBD but this service has become an utter joke so frequently replaced by busses that often take longer than an hour extra. I have children to drop off and pick up and need certainty over my commute. Penlink would be a great option to have such certainty but I can't afford to use this road and pay for parking in the CBD. I often use the northern toll road which I understand has already paid for the existing motorway years ago. It seems extremely unfair that 2 toll roads would exist within minutes of each other so you are double dipping on north Aucklanders as well as recovering fuel taxes from us. Transmission Gully should have been tolled at least short term to recuperate some of those costs that are not met via a Wellington specific fuel tax. |
| 1699 | Individual | No, not for this new road. | We already pay for roads through petrol tax and car registration. Using this road free of charge will reduce emissions (both for myself and my neighbours), however if it is tolled, I would not use it and continue to use the existing road thereby increasing emissions rather than helping to reduce them. I also think that this could also be supplemented from the rates that we pay. |

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| 1700 | Individual | No, not for this new road. | This road is majorly needed in the community for daily commuters. I think it's something that should be funded by the government for our community. |
| 1701 | Individual | I am unsure. | I believe the toll should only be in place for a short amount of time, then removed completely e.g. 3 years then toll free for life. |
| 1702 | Individual | Yes, but I suggest some changes. | Woah \$4 each way is just nuts! \$3 for off-peak isn't much better especially for only 2 lanes?! 2 lanes each way and people might be a bit more keen to pay, but for 1 lane each way - definitely not. Not many people will be able to afford an extra \$6 or \$8 per day. You are wanting people to use this right? If no one travels it then how can you pay for upgrades when needed? #ghostbridge Will there be concessions for regular users or locals? \$2.30 per day for peak and \$2 for off peak maybe doable for most, not all. I may walk it once for a giggle, but as there's not a lot to do in Stillwater probably only the once. |
| 1703 | Individual | No, not for this new road. | Because the Penlink has been promised for 20+ years and is being paid for by Tax payers / Rate Payers / RUC and Rego payers & the extra 10c Auckland fuel tax |
| 1704 | Individual | Yes, but I suggest some changes. | Pricing too high |
| 1705 | Individual | No, not for this new road. | Whangaparaoa is becoming increasingly popular with first home buyers who make the commute to the city every day. We already endure a long commute with expensive fuel costs - surely the government can cover this. We shouldn't be punished for the urban sprawl, but instead encouraged and supported. |
| 1706 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We all need to pay our way |
| 1707 | Individual | No, I do not support the tolling of any new roads. | The price of Auckland is already expensive with this new road everyone would rather sit through traffic than pay for a toll. Bridge would become useless |
| 1708 | Individual | No, not for this new road. | Charges too high |
| 1709 | Individual | Yes, but I suggest some changes. | 4 bucks each way is expensive between whanga and SH1 (total 8 bucks a day / 40 per week). No ideal with increasing fuel prices. make it \$2.50 each way to be fairer please. |
| 1710 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I strongly believe in user pays to help upkeep as we are the people fighting for it |
| 1711 | Individual | Yes, but I suggest some changes. | So long as toll is affordable to pensioners |
| 1712 | Individual | No, I do not support the tolling of any new roads. | God knows we pay enough taxes already, every time we cough or breathe there seems to be another rise in fuel taxes. You are charging all Auckland a fortune already to build the new infrastructure like the nthrn motorway extra lanes. Why are you trying to charge local residents a premium to build a long overdue infrastructure item? |
| 1713 | Individual | No, not for this new road. | This is a long awaited road that provides access to jobs, schooling, shopping, etc. which the way the government has shut down the country in lockdowns this year I would rather travel longer than put any more money in their pocket. |
| 1714 | Individual | No, I do not support the tolling of any new roads. | We pay our taxes for road improvements that benefit every area except our own and none of them are tolled? The traffic from Albany through to Silverdale/Millwater is a joke |
| 1715 | Individual | No, I do not support the tolling of any new roads. | We have been waiting and been promised this for 30 years while other roads/motorways/bridges have been completed and not been tolled. Pretty unfair to toll this! |
| 1716 | Individual | No, I do not support the tolling of any new roads. | Tolling is not fair or equitable |
| 1717 | Individual | No, not for this new road. | Its unfair for a 1 lane road each way which will cut time but also be clogged Even buses and T2 and T3 cars will all use the same 1 lane road |
| 1718 | Individual | No, not for this new road. | I think that a road that is used for daily commutes largely should not be tolled as it is unfair for those who use it have to pay for it when there are other roads being built in other places which are not tolled. |
| 1719 | Individual | No, not for this new road. | It would be an incredibly poor choice to toll a road which so many residents would use daily. - Make it two lanes each way - Scrap the walkway/bike path - Do not toll the road |
| 1720 | Individual | No, not for this new road. | Been waiting for Penlink too long. Would be stupid to charge for a road that is very needed. |
| 1721 | Individual | No, not for this new road. | Where is the 10c extra fuel tax going? Shouldn't that be used for new roading like the government promised? The proposed tolling is far too large a cost per year for the benefit of 10 minutes less drive. |
| 1722 | Individual | No, not for this new road. | Most of the traffic is from new developments eg. Millwater and Milldale. So why should Hibiscus Coast residents need to pay for a toll road that has been promised for so long? |
| 1723 | Individual | No, not for this new road. | We have been hit with heavy taxes on petrol and a rubbish ferry service on the coast and we are adverse to tolls when we then see the slow progress made for the north link by the contractors on that project |
| 1724 | Individual | No, not for this new road. | Because we have waited years for this to be built and of course still waiting the longer it is left the more expensive it is becoming |
| 1725 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Gives motorists the option to choose (travel time). Supportive in this idea. We need more options in Northland. |
| 1726 | Individual | No, not for this new road. | People are already paying 10c extra and now toll options. I don't think that would be fair with people. |
| 1727 | Individual | No, I do not support the tolling of any new roads. | There's enough taxes for roading already |
| 1728 | Individual | Yes, but I suggest some changes. | Good for travel, toll price should be much less. |
| 1729 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tax burden is too much, better have a user pay system so don't have to burden everyone. |
| 1730 | Individual | No, I do not support the tolling of any new roads. | For people living on the coast, it will cost them a ridiculous amount of money. If you're using tax money to make Penlink, there shouldn't be a toll. |
| 1731 | Individual | No, I do not support the tolling of any new roads. | Fuel is taxed, my wages are taxed why do I need to pay to drive on a road, should be doing it to better Auckland |
| 1732 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is more fair than an increase in local rates |
| 1733 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1734 | Individual | No, not for this new road. | Given the road has already been paid for by tax payers, we should not be required to pay tolls. Tolling the road will also put a number of people of using it, thus not helping congestion. |
| 1735 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Although I think we are taxed too high via fuel in Auckland I think a toll will control the traffic load. |
| 1736 | Individual | Yes, but I suggest some changes. | Cap the max toll fee for Light vehicles to a \$1. |
| 1737 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Upkeep has to be funded, as long as the cost is kept low |

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| 1738 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1739 | Individual | No, I do not support the tolling of any new roads. | |
| 1740 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1741 | Individual | Yes, but I suggest some changes. | Lower tolls; should be 2 lanes either way or dynamic 3 lane. |
| 1742 | Individual | No, I do not support the tolling of any new roads. | Pay enough in fuel tax and it's only two lanes?! Not worth the money. Easier to use the free motorway this will not save any time. |
| 1743 | Individual | No, not for this new road. | This is just for natural growth in the region that needs to be properly supported and is long overdue, especially given the increasing number of houses that are now being squeezed onto the peninsula |
| 1744 | Individual | No, I do not support the tolling of any new roads. | We have been petitioning for this for years. Money has been spent on ridiculous things such as the ugly statue on Orewa Beach (over \$100K) and yet we have one way in and out of our suburb. We pay taxes and there is no way we should be tolled. |
| 1745 | Individual | No, not for this new road. | The council added extra tax to petrol for Auckland roads why should this be tolled at all |
| 1746 | Individual | No, not for this new road. | Aucklanders already pay significantly more for fuel and this should be paid for with the additional tax that we pay. |
| 1747 | Individual | Yes, but I suggest some changes. | Penlink is only 7km so toll cost should be minimal. Also consider first two years as free since the fund will mostly be used for maintenance. |
| 1748 | Individual | No, not for this new road. | |
| 1749 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is only fair to charge those people that will use the road, not the entire region |
| 1750 | Individual | No, not for this new road. | I think this link is a crucial link for the Hibiscus Coast to Albany and tolling it would decrease the usage and continue to make Whangaparāoa Road a traffic nightmare the idea of Penlink is to reduce the one road in one road out aspect of the Coast people shouldn't have to pay to use this new road especially when the Northern Tunnel toll road is still in affect and many of us use this road most days as well. Furthermore, this is only proposed as one lane each way, this is a ridiculous proposal, the population on the Coast is rising each month and traffic is getting worse and worse this project needs to be future proofed and be atleast 2 lanes each way as the motorway is. Please consider adding extra lanes, if it were 2 lanes each way I would happily pay a toll for a period of time until it were paid off. |
| 1751 | Individual | No, I do not support the tolling of any new roads. | Why should the tax payer pay twice? |
| 1752 | Individual | Yes, but I suggest some changes. | Happy to pay a toll provided traffic flows smoothly. Not sure that will happen with one lane each way. Would be happy to pay a higher toll if there were two lanes each way. |
| 1753 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I would save petrol and car maintenance cost. \$1 would be fair |
| 1754 | Individual | No, I do not support the tolling of any new roads. | Already paid enough in fuel tax |
| 1755 | Individual | No, not for this new road. | Too many toll points. 1 is enough. What's the cost of the toll? |
| 1756 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Lived in Melbourne for 7 years (they have CityLink). Having roads like this tolled stops EVERYONE from using them, so actually helps spread the traffic over the two options. |
| 1757 | Individual | No, not for this new road. | Tolling will make some possible Penlink users reconsider using it. The congestion on Whangaparāoa Road and Hibiscus Coast Highway from Whangaparāoa Road to the Northern Motorway access in Silverdale needs to be alleviated. Penlink is also an access road off the peninsula in emergencies and at these times needs to be available to all road users at no cost. |
| 1758 | Individual | No, I do not support the tolling of any new roads. | Unfair to toll |
| 1759 | Individual | No, I do not support the tolling of any new roads. | Already paying higher fuel tax, rates then the rest of nz |
| 1760 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1761 | Individual | No, not for this new road. | It is punishing people for living on the coast, when this is the only viable option due to housing prices. Buses do not run often enough from HBC to the coasts for people who commute the city and the ferry is unreliable. We need an option that is quicker, more reliable and FREE. |
| 1762 | Individual | I am unsure. | I'm not sure that it is fair for all NZers |
| 1763 | Individual | No, I do not support the tolling of any new roads. | Auckland already too expensive to live in no other road in the country is tolled |
| 1764 | Individual | No, I do not support the tolling of any new roads. | I think this has taken me so long it should be free |
| 1765 | Individual | Yes, but I suggest some changes. | Great to have the Penlink but there should be no toll charges especially for people who have a daily commute to Auckland city |
| 1766 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1767 | Individual | No, I do not support the tolling of any new roads. | Because the Auckland fuel tax was meant to pay for new roading. Additional tolls will hurt the lowest income earners which is inequitable. |
| 1768 | Individual | No, not for this new road. | It is an essential route |
| 1769 | Individual | No, I do not support the tolling of any new roads. | Because we are paying extra fuel taxes for roading already - and this has been budgeted for and kept being sidelined over the years! |
| 1770 | Individual | Yes, but I suggest some changes. | Too expensive in each direction for Whangaparāoa road to SH1. \$8 per day! People will boycott and it will never be paid for! Will the tolls be removed when paid for? Reduced to pay for maintenance only? It's a safety issue too to evacuate the peninsula it's not just a nice to have!!! You are out of touch with what people can afford! |
| 1771 | Individual | No, I do not support the tolling of any new roads. | SH1 north is already tolled. There are no other tolls in Auckland. Why should north Aucklanders continue to be penalised? Why wasn't the water view tunnel tolled? Will the AMETI project have tolls? No. You just continue to target the same people. What about Transmission Gully fail project in Wellington? Where's the toll there? |
| 1772 | Individual | No, I do not support the tolling of any new roads. | If tolling stopped after the road has been paid for then it would be acceptable. However as is shown by the northern tunnel and other toll roads, tolling never stops even years after it was promised to. So I do not agree with tolling. |
| 1773 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe tolling would be good (at a reasonable cost) to limit traffic going over Penlink. I think if there was no toll, it would become another bottleneck |

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| 1774 | Individual | No, not for this new road. | Rates not relative to services in Hibiscus Coast area, congestion exists already only going to increase. Single point of failure in existing roading to end of peninsula. |
| 1775 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I feel that there should be full transparency on how road funding is spent (fuel taxes included) and that tolling users is a fair way of stream lining and speeding up the process of construction of new desperately needed roading projects |
| 1776 | Individual | No, not for this new road. | North of the bridge has the most amount of tolled roads in the entire of NZ. How is that fair?? South, central, and west have constant developments at the expense of northern Aucklands development and they don't have to pay for a single toll. Not only that, but this will have huge added expense to many in the area who have been priced out of other areas of Auckland and are already feeling the financial pinch elsewhere. Solid NO on tolling this road. Additionally the road NEEDS to be minimum 2 lanes each way + transport/bus lane + walk/bike lane. If not by the time it's complete it will already be outdated. Future planning is absolute key here. Do it once, do it right. Otherwise it will only cause more pain points and cost more money in the future. Lastly, the intersection for the on/off ramp from Stanmore bay to penlink needs to be well designed that it is easily accessed from both directions and doesn't cause extra traffic and blockages. Again, do it once, do it right. |
| 1777 | Individual | No, not for this new road. | It's more expensive than going through the tunnels and it will penalise them people who will be using it the most and that is residents who actually live out in Whangaparāoa. There should be a fairly priced toll to use the entire road. |
| 1778 | Individual | No, not for this new road. | We pay more than enough on RU taxes, petrol taxes, rates etc to make this viable without a toll. |
| 1779 | Individual | No, not for this new road. | |
| 1780 | Individual | No, not for this new road. | We only have 1 road off the peninsula so I think tolling is unfair |
| 1781 | Individual | I am unsure. | Why are north Auckland people singled out for tolling? SH1 is tolled north of Millwater and now this proposal for Whangaparāoa. There is no tolling anywhere else in Auckland when links are improved. Also, if we are serious about reducing our carbon footprint, why would we discourage people to use a shorter route that reduces carbon emissions? |
| 1782 | Individual | Yes, but I suggest some changes. | I have not seen the charge that will be occurred for the use |
| 1783 | Individual | No, I do not support the tolling of any new roads. | |
| 1784 | Individual | No, not for this new road. | If China or an alternative was to build it, then yes a toll is suitable, since this is going to be locally built the savings should be made there rather than spending an excessive amount over and above actual cost and then expect road users to pay it back |
| 1785 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because it is the only way i can see it getting done. |
| 1786 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays. There is still the option of taking the other route. Efficiency and productivity gain, and ability to claim as an expense against income at tax time will help tradies and commercial deliveries. |
| 1787 | Individual | No, not for this new road. | Tolling one of two options out of an area is f**** up. |
| 1788 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As with most new roads in Auckland they are tolled, so its a fact of life living in Auckland. |
| 1789 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1790 | Individual | Yes, but I suggest some changes. | I think that the toll is too high at \$8 return l'm peak hours. It will deter people of using it and still congest the old route. \$2-\$3 each way would be more pragmatic. |
| 1791 | Individual | No, not for this new road. | I live 1 km away from the entrance and its just another cost. Will go the other way, it's not that far from Stanmore bay . |
| 1792 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1793 | Individual | I am unsure. | |
| 1794 | Individual | No, not for this new road. | Because there are a lot of roads in Auckland which ease congestion that are not tolled i.e the new tunnel going out to the airport. + having a free road would help ease the HUGE congestion that is on the motorway currently. |
| 1795 | Individual | No, not for this new road. | I believe that the road costs need recovery through tolling, but I do not believe the proposed toll rates will reflect enough of a saving for commuters during peak times. For a family with two vehicles, this would see a minimum of \$80 a week in tolls for work only. Where travel is already expensive due to the additional fuel taxes for Auckland, a high toll rate would likely not offset the proposed efficiencies for using the new road. For this reason I believe a trip for the whole length should be similar to that of the Northern Tunnel or Tauranga link not exceeding \$2.50 each direction for the full length. This will encourage fair balance of users for the tolled and free route for a better spread of traffic while being affordable for most users. I believe this will also encourage people to use the road more frequently rather than the free option which will improve congestion generally. |
| 1796 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1797 | Individual | No, not for this new road. | If it was a four lane bridge then at least it would make sense but a one lane bridge is barely going to make a difference in traffic, if you add a toll more folks will likely NOT use it than anything |
| 1798 | Individual | No, not for this new road. | |
| 1799 | Individual | No, not for this new road. | It's being made for everyday use and provide an alternate entry and exit into Whangaparāoa. It will also cut traffic down heading to Silverdale where there is huge development |
| 1800 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The tolling is a good idea. The revenue generated should be used to increase the public transport infrastructure in Auckland due to the rapidly growing population here. The Penlink road will also encourage more people to drive meaning an increase in CO2 going into the atmosphere. Therefore I think a toll is the smartest decision. I only think it should be tolled if the money generated from the toll is invested back into the Auckland public transport network. |
| 1801 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road is expensive for the estimated number of people that it will serve. A toll will go some way into recouping construction costs |
| 1802 | Individual | No, not for this new road. | Because Penlink has been promised for over 20 years by countless governments and I'm sure with all the rates/taxes paid over such time politicians have used Penlink to win votes that should cover the cost. |
| 1803 | Individual | Yes, but I suggest some changes. | I think tolling is okay as long as it means the road is funded and put up sooner. The other thing is a firm commitment should be made to remove tolling once the funding for the road has been paid for. It is not fair to have tolls on particular roads as a permanent feature of them (unless we fully commit to congestion charging because it is then fair for all). but it make a lot of sense to use tolls to backfill and speed up development. I also don't think tolls should apply to public transport and Penlink should start with at least two (preferably three) lanes each way. |

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| 1804 | Individual | No, I do not support the tolling of any new roads. | Because we are already paying taxes, rates and additional petrol tax. We are entitled to reasonable transport links and shouldn't be charged yet another cost. The current road is insufficient for the Peninsula and Penlink is necessary and should be funded just like any other road works. |
| 1805 | Individual | Yes, but I suggest some changes. | The use of a toll road with variable tolls seems reasonable. My major concern is that the proposed toll road is only two lanes. To cater for the volume of traffic it should be at least three lanes, and ideally four. |
| 1806 | Individual | No, not for this new road. | We have patiently waited a long time for this road and lived in the area for over 30 years now. The new residents have created the traffic issues and now we are being included. \$8 per return trip is not financially justified. I generally traffic to Auckland city for work per day and also to Albany for hockey 4 times per week. Can't afford to use this link sorry at the proposed. |
| 1807 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need this link so badly. If it's about money, users pay for the first so many years, then surely it can be free. Please get it in sooner rather than later. Have you seen how busy the traffic gets on Whangaparāoa Road. Having more than one way in and one way out is a safety factor too. |
| 1808 | Individual | No, not for this new road. | There is only one road on and off the peninsula which is dangerous as much as it is inconvenient. The amount of new housing built means we are almost at gridlock already. This is an essential road not a holiday highway. It should not be tolled as this is adding to an extra cost for coasties that is unfair. |
| 1809 | Individual | No, not for this new road. | We pay extra petrol/fuel tax in Auckland already |
| 1810 | Individual | No, I do not support the tolling of any new roads. | |
| 1811 | Individual | No, I do not support the tolling of any new roads. | We are charged exorbitant road taxes on fuel and road user charges, if money is required for the road stop wasting RUC on trains and buses |
| 1812 | Individual | Yes, but I suggest some changes. | Pricing seems a bit high |
| 1813 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As all vehicles who use the road will be paying for it, including electric vehicles. |
| 1814 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1815 | Individual | No, not for this new road. | Penlink will be a long overdue link for residents of Whangaparāoa, we already pay extra road tax, and this provides a vital link when Whangaparāoa road is blocked by accidents etc. |
| 1816 | Individual | No, not for this new road. | This road is a matter of safety not just convenience this stretch of land has only one road in and out for a large population Penlink is a safety line |
| 1817 | Individual | No, not for this new road. | Aucklanders are being charged circa 10cents extra a litre at the pump to cover costs such as roading and the like. Therefore it is not just an equitable that this road be tolled. |
| 1818 | Individual | No, not for this new road. | Most of the other roads of national significance aren't tolled. Also the benefits will be for people in Silverdale/Millwater/Milldale and not just us on the Coast. So why should we have to cover the costs for them to have less traffic? Put another toll just after Onewa going north then so everyone has to pay. |
| 1819 | Individual | No, I do not support the tolling of any new roads. | Because we pay enough rates and taxes as it is. |
| 1820 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1821 | Individual | Yes, but I suggest some changes. | The price each way from Whangaparāoa is too high....if the whole point is cut down on congestion these prices won't work...it will be cheaper to still drive all the way along whangaparaoa road and catch bus from Albany...no point and adding an additional \$6 or \$8 return trip plus bus return....Obviously I am being specific to public transport. users not commuters travelling in private vehicles all the way to their destination |
| 1822 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1823 | Individual | No, I do not support the tolling of any new roads. | Too many tolls on roads. |
| 1824 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Help to maintain it by the people using it, south eastern link could be tolled as well |
| 1825 | Individual | No, I do not support the tolling of any new roads. | We already pay tax for new roads. |
| 1826 | Individual | No, not for this new road. | I think that this project has been promised and due for these residents for a long time, and it is necessary and not a privilege therefore they should not pay a toll. If there does need to be a toll it should be less expensive and temporary. |
| 1827 | Individual | No, not for this new road. | Currently there is one road into and off the peninsula. For years residents have been paying rates and increased fuel costs to cover roading projects (Auckland Fuel Tax) Development on the peninsula has contributed to daily congestion and is not getting better. To toll this new road is a kick in the guts to the residents of Whangaparāoa. |
| 1828 | Individual | No, I do not support the tolling of any new roads. | |
| 1829 | Individual | No, not for this new road. | Given current petrol costs it will remain cheaper to drive through Silverdale. To reduce congestion along the peninsula it is better to make this more attractive, particularly during peak hours. Reducing the proposed toll rates by 30% will make it on average \$1.30 more expensive per vehicle trip as opposed to the current proposed rates which could increase the cost by \$2.60 per vehicle trip. These rates have been calculated off a vehicle fuel consumption of 10L/100km. This consumption rate was chosen given New Zealand's older vehicle fleet. |
| 1830 | Individual | No, I do not support the tolling of any new roads. | We already pay too much taxes |
| 1831 | Individual | No, not for this new road. | Not fair to toll a road that is desperately needed due to lack of roading options in the area and lack of foresight by developers. We already have a local toll. New roads in other parts of Auckland are not tolled and have many more transport options - we have no rail, a sub par bus service and only one road in and out of Coast which has left us stranded on many occasions when accidents block access on and off Peninsula- once couldn't get home for 3 hours. There is no way we should be paying for an essential road |
| 1832 | Individual | Yes, but I suggest some changes. | A more reasonable toll price, such as \$2. |
| 1833 | Individual | No, not for this new road. | The RFT was introduced to help fund projects such as this. |
| 1834 | Individual | No, I do not support the tolling of any new roads. | Toll roads make many trips unaffordable for many particularly those who live in the area or have whānau. The cost is a significant burden |
| 1835 | Individual | Yes, but I suggest some changes. | |
| 1836 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It will reduce travel times, better for the environment, avoid congestion |
| 1837 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1838 | Individual | No, I do not support the tolling of any new roads. | |

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| 1839 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1840 | Individual | Yes, but I suggest some changes. | Why not increase the toll and complete the second phase lane pavements at the same time. If you don't these will also be ten years late. In what way are the stated benefits of shorter travel time, improved safety, lower emissions, faster freight due to the addition of tolls? |
| 1841 | Individual | No, not for this new road. | Fuel tax increase has already been applied for new roads. Why do we now have to pay a toll as well? |
| 1842 | Individual | I am unsure. | I would be using the full length of the road and the toll cost is very high for a return trip. However I do think breaking it into different prices depending on distance travelled is a good idea |
| 1843 | Individual | No, not for this new road. | |
| 1844 | Individual | No, I do not support the tolling of any new roads. | I am not for an additional tax on peoples lives. |
| 1845 | Individual | No, I do not support the tolling of any new roads. | We pay rates and have donr gor the past 25 yrs and tolls for the Puhoi tunnels also in recent years |
| 1846 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Variable toll prices will be efficient in managing the amount of traffic on the road. |
| 1847 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The area desperately needs better access tolling is the only way to do it. |
| 1848 | Individual | Yes, but I suggest some changes. | Toll the bridge area only. Not the connection. |
| 1849 | Individual | No, not for this new road. | |
| 1850 | Individual | Yes, but I suggest some changes. | Tolling is acceptable but not 3 times in one spot. Should be 1 charge only no matter how much of that road you use. I think peak and off peak tolling is acceptable if cost affective for example \$3 one way peak, \$2 one way off peak |
| 1851 | Individual | No, I do not support the tolling of any new roads. | In your proposal you say people can choose the times they travel to avoid peek times. Those times are when people are travelling to and from work. They do not get to choose the time they travel to work. |
| 1852 | Individual | No, not for this new road. | This is an essential road and if it is tolled the majority of the Whangaparāoa community will mostlikey not use it, choosing to go the way we go now instead. And traffic will continue to back up along Hbc highway and SH1. |
| 1853 | Individual | No, not for this new road. | We pay enough tax in Auckland already, this should be covered by the government. Our fuel prices are ridiculous and have an extra 10cents to cover things like this. |
| 1854 | Individual | No, not for this new road. | Well I heard that is was paid for by China and the gas prices are ridiculous right now so there should be a nice budget for nz roads without having to toll it |
| 1855 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1856 | Individual | No, not for this new road. | The Government and local Government already collect revenue and taxes for this very purpose, to improve and construct new roads for Auckland. You should therefore NOT be collecting further revenue from people when they are already paying through multiple taxes |
| 1857 | Individual | No, I do not support the tolling of any new roads. | There is a toll already EVERY time we fill up our tank at the petrol station why are we charged more? This is a huge project that effects an enormous part of Auckland and that was the purpose for the petrol tax within Auckland was it not? |
| 1858 | Individual | No, I do not support the tolling of any new roads. | Couldn't afford the extra costs to get to work, I leave an hour earlier in the week to get to work, this would give me amd my family some time back |
| 1859 | Individual | No, not for this new road. | Why not use the ridiculous amount of petrol tax we already pay! Let's also not forgot everybody in Auckland, including Whangaparāoa is already paying and extra 10c per litre of fuel. At least try let people earn a living instead of working just to fill up there car and pay for the toll road. |
| 1860 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1861 | Individual | No, not for this new road. | Why till a road that residents have been waiting so long for and it is already in the budget? We already pay more for fuel and power up here because we are seen to be able to afford it. Not fair to add these extra costs when the cost of living in Auckland is already so high |
| 1862 | Individual | Yes, but I suggest some changes. | Think \$4 from SH1 to Whangaparāoa is taking the p***, with the amount of traffic flow it should be halved |
| 1863 | Individual | No, not for this new road. | My reason is, that there is no tolling on the Victoria or the Waterview Tunnels. Either toll them all or none at all. |
| 1864 | Individual | No, I do not support the tolling of any new roads. | We should not have to pay to drive on any of our roads. |
| 1865 | Individual | No, not for this new road. | Public transport options from here is severely limited meaning alternative transport options aren't there. The cost of living in Auckland is exceptionally high. People are moving further out from central Auckland because they can't afford the cost of living now you're making it more expensive again for those who have had to move out of central Auckland. It is unrealistic that people keep needing to pay more and more. The cost of fuel in Auckland is already so high. |
| 1866 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If there isn't the money for it now, and tolling it makes construction possible now, then let's get on with it. And then remove the tolling when it's paid for - but keep the public informed of how that's going, as we have no idea how much more debt there is on the Puhoi tunnels. |
| 1867 | Individual | No, not for this new road. | I feel that it should not be tolled. This is something that should have been in place many years ago due to increase in population etc and road maintenance is something that Govt should pay for. With this route being used daily it would just be too costly, so road users would just end up going their usual route which is toll free and this defeats the point of Penlink. |
| 1868 | Individual | Yes, but I suggest some changes. | Motorcycles weigh 1/5th of even the smallest car in terms of road damage and carry a maximum of 2 people so tolls should be far less for them . |
| 1869 | Individual | No, I do not support the tolling of any new roads. | We already pay fuel tax, regional fuel tax an ruc. Along with all other tax. |
| 1870 | Individual | No, not for this new road. | It seems like quite an expensive way to travel. If living in wgp it's \$40 week for the commute on top of the transport tax for fuel and the tax in vehicle licensing. |
| 1871 | Individual | No, not for this new road. | Need to improve infrastructure and motorway connections to the motorway. If funding is an issue, get any new developments put money into it. |
| 1872 | Individual | Yes, but I suggest some changes. | Anything in the \$1 shouldn't be tolled, for example going from SH1 to East Coast Road is less than a 200m stretch of road. Given the cost of the interchange versus overall project cost, \$1 is disproportionately high for users of the first connection point. |
| 1873 | Individual | No, not for this new road. | |
| 1874 | Individual | No, I do not support the tolling of any new roads. | Petrol prices in Auckland are crazy expensive enough as it is. It is unfair to road users to pay an extra unnecessary cost for this new state highway. |
| 1875 | Individual | Yes, but I suggest some changes. | the toll should be the same for all who use the road, and not more than the northern motorway toll. |

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| 1876 | Individual | No, I do not support the tolling of any new roads. | How much more tax can you possibly expect people to pay? |
| 1877 | Individual | No, not for this new road. | |
| 1878 | Individual | No, I do not support the tolling of any new roads. | We already pay an Auckland 10c per liter tax on fuel so why do we have to pay even more to use this required piece of roading?? |
| 1879 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I need link to Whangaparāoa is definitely needed and a toll link will be the quickest way to achieve it. Free alternative routes will still be available. No indication of toll price was given which is an issue. Would have liked to see an estimate. |
| 1880 | Individual | No, not for this new road. | I chose not to toll this road as a second way off the coast should be free should something happen to the current road like an accident etc. We need to encourage people to use this road and not deter them. |
| 1881 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1882 | Individual | No, not for this new road. | Transport costs are already hugely expensive. We moved to the area because the housing was more affordable. We are being penalized further for unavoidable travel |
| 1883 | Individual | No, not for this new road. | These proposed tolls are outrageous! Us residents have waited long enough, there needs to be no toll on Penlink |
| 1884 | Individual | Yes, but I suggest some changes. | \$8 return is an absolute joke! That's \$40 a week, we already pay stupidly high taxes and then you whack this on top! At that cost, you'd be better paying the gas and going the long way! This is a joke, it is \$4.80 return to use the northern toll tunnel, that is reasonable. |
| 1885 | Individual | I am unsure. | Happy to pay toll but needs to be as reasonable as possible |
| 1886 | Individual | No, not for this new road. | We have been needing this extra road in and out of the Hibiscus Coast for years now and I don't feel we should have to pay to use a road every day of our travel to and from work! |
| 1887 | Individual | No, not for this new road. | This will hit the pockets of people who have had to move further or if Auckland to find affordable housing making things harder for those who are already living tight |
| 1888 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think travellers have a choice on whether to use it or not. |
| 1889 | Individual | No, not for this new road. | Tolling the Penlink is a bit stupid, majority of the people that will benefit live out on the coast so they would use it for traveling to and from their work places, there is already enough tax on other resources eg fuel and RUCs keeping it free would result in much happier people especially during the tough times of covid |
| 1890 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | So people who don't use it won't have to pay for |
| 1891 | Individual | No, I do not support the tolling of any new roads. | |
| 1892 | Individual | No, I do not support the tolling of any new roads. | |
| 1893 | Individual | No, I do not support the tolling of any new roads. | Having lived on the Whangaparāoa Peninsula I know that Penlink could have been built much cheaper if it was done when first proposed over 40 years ago. We've been promised Penlink ever since and nothing has happened. It's not our fault as residents that it hasn't been built already so we shouldn't have to pay for it!! The infrastructure for the peninsula should have been addressed and upgraded decades ago before more houses were built. I've lived here my whole life, for over 40 years, and traffic has been an issue for the past 20 at least. |
| 1894 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1895 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Hopefully this speed up construction. |
| 1896 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am concerned that Penlink will lead to more car journeys and tolling is one way of limiting the demand as well as helping to pay for maintenance costs. |
| 1897 | Individual | No, not for this new road. | I don't believe the pricing is fair for residents that live in Whangaparāoa. Up to \$4 each way = \$8 a day x 5 = \$40 a week which is a large cost for people travelling for work every day. The Government should fund this as they have approved all the new developments on the Hibiscus Coast which cause the increase in traffic. |
| 1898 | Individual | No, I do not support the tolling of any new roads. | |
| 1899 | Individual | No, I do not support the tolling of any new roads. | |
| 1900 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1901 | Individual | Yes, but I suggest some changes. | Congestion causes costs with excess exhaust poisons into the air we breathe. These costs are already paid for with excess taxation and rates, but as decision makers can't budget properly tolling is the only way to get roading short cuts |
| 1902 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because it is fair |
| 1903 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Is fair if it gets it built faster. |
| 1904 | Individual | No, I do not support the tolling of any new roads. | |
| 1905 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As a user of Penlink I think it is fair to help pay for its upkeep. |
| 1906 | Individual | No, not for this new road. | As a tax payer in North Auckland, my taxes have contributed to all the wonderful new road infrastructure in South, East, West and Central Auckland where none of the roads in those areas have been tolled. In the interests of fairness, I fully expect tax payers in South, East, West and Central Auckland to contribute equally to any new road infrastructure in the North without having to toll the road. There is no justification to have the only toll roads in Auckland all located in the long neglected North. There is the tolled Orewa bypass, there will be the tolled Warkworth bypass and if NZTA have their way there will be a tolled Penlink!! Shamefully discriminatory. |
| 1907 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it's essential this gets built ASAP and a toll option may help this situation progress |
| 1908 | Individual | No, not for this new road. | It's technically a 'local road'. Save the tolls for the motorways, not a 7km local road. |
| 1909 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it's important that the road is built and if you want the benefits, you pay for it. |

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| 1910 | Individual | Yes, but I suggest some changes. | Happy to pay tolls if you do the common sense thing of 4 lanes not 2 |
| 1911 | Individual | No, not for this new road. | This is very unfair to the people who live on the island. It will not solve the traffic congestion on the island, and it will greatly reduce the frequency of use. |
| 1912 | Individual | No, not for this new road. | This is very unfair to the people who live on the island. It will not solve the traffic congestion on the island, and it will greatly reduce the frequency of use. |
| 1913 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We are willing to pay for decent roads so we are in favour of tolling the roads. Penlink is way overdue, get on with it. |
| 1914 | Individual | Yes, but I suggest some changes. | The proposed toll amounts seem very high and unaffordable for many. The Toll Point at Whangaparāoa Rd should be small & unobtrusive, as they all should be. |
| 1915 | Individual | No, I do not support the tolling of any new roads. | I think the bridge can greatly facilitate the access of the residents of Whangaparāoa, but no one wants to be charged for going home every day, which may lead to more serious traffic congestion on the original road section, which goes against the original intention of the convenience of the people. |
| 1916 | Individual | No, I do not support the tolling of any new roads. | We are already taxed enough |
| 1917 | Individual | Yes, but I suggest some changes. | Should allow for 4 lanes not 2 |
| 1918 | Individual | Yes, but I suggest some changes. | We need some kind of a subscription with lower prices for frequent users. |
| 1919 | Individual | No, not for this new road. | Penlink is a requirement to make traffic manageable in the Whangaparāoa Peninsula as whole. It becomes even more critical as the area continues to develop. Also will it be a shared path? Will cyclists be tolled or just cars? |
| 1920 | Individual | No, not for this new road. | Petrol taxes and the Auckland fuel taxes are designed to cover these costs. |
| 1921 | Individual | Yes, but I suggest some changes. | I would like to see only the bridge at Stillwater tolled. I would use this to get to Whangaparāoa from the south and happily pay the fee |
| 1922 | Individual | No, not for this new road. | It will be more readily used by the public if it is not tolled. |
| 1923 | Individual | No, not for this new road. | It will put people off from using the new road and reduce benefits in terms of reduced congestion in the areas on the west peninsula and Silverdale. People will naturally choose the best route for themselves at the time so we don't need to over engineer this. |
| 1924 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Those of us that use the road will pay for it, instead of spreading the price across the region |
| 1925 | Individual | No, not for this new road. | The new road itself is used to improve traffic on the island, and if tolls it could seriously affect usage. Those who really need this road are the islanders, who would like to be charged for going home every day. |
| 1926 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Appropriate tolling will help to reduce congestion on this road by removing inessential trips and will also ensure the road users pay a fair share of ongoing maintenance costs (noting that members of the public pay to use public transport). Tolling is also a sensible idea as it will reduce the emissions generated by the project and allow for money from other budgets to be put towards public and active transport projects. |
| 1927 | Individual | Yes, but I suggest some changes. | I believe the toll is about 50% too expensive. |
| 1928 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1929 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1930 | Individual | No, not for this new road. | I do not support tolling on this road because I do not support a two-lane road. I believe it should be 4 lane road as 2 lanes will create more conjunction on Whangaparāoa road and traffic will increase. I am very afraid of that fact that this link will actually make the whole situation worst. This 2 lane road is a very short-term solution and the link will be outdated very soon with such fast growth of population on the peninsula. We can learn how Auckland Harbour bridge was the same example. |
| 1931 | Individual | No, not for this new road. | People have planned their future around this road. You have built suburbs around this. To come in after the fact and try bill people for living their lives. You have 'moved the goal posts'. Perhaps people would have said no to supporting the build at all if they knew all the information at the start, including this new proposal. |
| 1932 | Individual | No, I do not support the tolling of any new roads. | should have been built many years ago, all roads built by govt are already paid for by fuel taxes |
| 1933 | Individual | No, not for this new road. | It does not seem fair to single out this road for tolling after it has been delayed for so many years. I believe that the maintenance cost should come out of existing road taxes and that if there is any shortfall that other roading projects can be delayed just as Penlink has been for so long. |
| 1934 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Will help the tax payer |
| 1935 | Individual | Yes, but I suggest some changes. | Toll prices a bit high |
| 1936 | Individual | Yes, but I suggest some changes. | I understand that Penlink is complex and expensive to build because of the terrain (relative to most roads) and it is only on that basis I support tolling of it. As a result of this view, I think the tolling model is unreasonable in 2 respects - * I don't think it's equitable to charge a toll between East Coast Road and SH1. 2. The tolls should go towards paying the cost of the road, and should then be removed - at least during peak hours. To do otherwise is discriminatory - people in most parts of the country don't pay when new roads are built. I would also like to see public transport (ie busses) across the road not being taxed. |
| 1937 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1938 | Individual | No, I do not support the tolling of any new roads. | |
| 1939 | Individual | No, I do not support the tolling of any new roads. | Penlink is penalising its prospective users when most other public road users don't face comparable tolls |
| 1940 | Individual | No, I do not support the tolling of any new roads. | I don't understand why only certain public roads get tolled and not others. It's pet sliding people because of the place they live. If all roads were tolled it's fine but there is no difference between other new roads and this one and Hibiscus Coast would have 2 of the only 3 toll roads on NZ |
| 1941 | Individual | No, not for this new road. | Government has long promised to fund this road from existing revenue and it is inequitable to charge motorists for this while other areas and cyclists travel for free |
| 1942 | Individual | No, not for this new road. | |
| 1943 | Individual | No, not for this new road. | It is very significant the amount of taxes in NZ and Auckland. I won't support at all a tolled highway within the city! |
| 1944 | Individual | Yes, but I suggest some changes. | People who live in the area should be excluded from the tolls or receive a locals discount. Six tolls per day for a regular commuter would deter people from using the toll. |

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| 1945 | Individual | No, not for this new road. | The residents of Whangaparāoa have been tortured by the road infrastructure for a long while. Absolutely no consideration has been given by council when allowing large areas of land (golf course etc) for residential development, which has then caused traffic issues. The Penlink has been used as propaganda for local elections for the past 10 years and now the mention of tolling it, is quite frankly barbaric. It's a 7km stretch of road that allows the safe travel of it's users to access their homes, not a road of heavy vehicle traffic, and/or travelling to holiday destinations. For once in the history of road infrastructure in NZ get something right. |
| 1946 | Individual | No, not for this new road. | |
| 1947 | Individual | No, not for this new road. | We pay the fuel taxes, rates, income tax, gst... the list goes on. The roads should be funded from the existing tax base. Why is the north shore expected to pay additional road tolls / taxes for what other areas (south Auckland) get included in their taxes? This road is 40 years over due! The congestion is terrible and the current roads can't cope with the traffic loads. |
| 1948 | Individual | Yes, but I suggest some changes. | Vehicles that are required to access to deliver essential goods should not be penalised as they have no choice as to travel time. |
| 1949 | Individual | I am unsure. | |
| 1950 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is the way of the future and more roads should be built and be tolled so better roads are available in NZ |
| 1951 | Individual | No, not for this new road. | We already pay tax and registration fees to have access to use New Zealand roads. |
| 1952 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1953 | Individual | No, not for this new road. | this is for local traffic due to exponential house/shop building in the area when the infrastructure has not been upgraded when its been planned for so long. Toll new Mways = goodness , not local access roads , unfair, unjust and just greedy. will any/all new large subdivisions in NZ get tolled ? I bet not |
| 1954 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Although I would not want the road to be tolled, if it were to be a deal breaker, I would rather pay a toll than not have a Penlink at all. |
| 1955 | Individual | No, I do not support the tolling of any new roads. | I do not support road tolling |
| 1956 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Good to encourage travel outside of peak hours |
| 1957 | Individual | I am unsure. | I hope it is free of charge, although it seems impossible. |
| 1958 | Individual | No, not for this new road. | It's only one lane each way. Should be 2 if you where to toll. When should be 3/4 to future proof. |
| 1959 | Individual | No, I do not support the tolling of any new roads. | this is a standard above ground road connection that requires no special construction costs that would justify extra financial support via a temporary toll. |
| 1960 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Happy to pay tolls for saving 40 mins travel time |
| 1961 | Individual | No, not for this new road. | This has already been approved and budgeted by Government and accounted for. |
| 1962 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1963 | Individual | No, I do not support the tolling of any new roads. | We pay our taxes enough that we shouldn't be paying any further tolls. |
| 1964 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support a user-pays system and the concept of offering the tolling at different rates based on distance covered makes a lot of sense to me |
| 1965 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The addition of the Penlink road will move people quickly, and safely, and will take pressure off the existing roads |
| 1966 | Individual | No, not for this new road. | The peninsula community has been paying taxes and waiting for this motorway for decades. The users shouldn't have to pay twice because of the governments delays and poor foresight. Providing reasonable access to the area should be a given. It will open up more affordable living for Auckland commuters. Paying \$25 per week plus fuel will make it unviable considering our existing fuel tax and prices. I would have been happy to pay a toll to cover the additional cost of making it 2 lanes each way but this will probably added on to later at undue cost to the ratepayer which seems typical for Auckland planning. |
| 1967 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If there has to be a toll in order to get it built then I think this is a good idea. |
| 1968 | Individual | Yes, but I suggest some changes. | Stillwater should not be affected by tolls. This will cause massive disruption to us for years during construction and we should not be hit by the toll |
| 1969 | Individual | No, I do not support the tolling of any new roads. | Enough is paid in petrol tax to cover the costs. |
| 1970 | Individual | No, not for this new road. | There are only one main road in/out to the Peninsula. Not fair to charge when roads should be provided by government, as road taxes are being paid. |
| 1971 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it needs to be a toll road to get it built, well it needs to get built asap. We do have other toll roads in NZ. The new Warkworth Highway should also be a toll road. |
| 1972 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 1973 | Individual | No, not for this new road. | Cause drivers not to use the new road just maintaining the traffic jams in Silverdale |
| 1974 | Individual | Yes, but I suggest some changes. | It is unfair to toll for 2 lane road which has been promised by multiple councils for 30 years. The lack of Penlink is causing and will further cause business problems in Silverdale which road users shouldn't have to carry. If the government will go to ALREADY needed 4 lane road a toll would be reasonable. Penlink is Auckland's least expensive roading project |
| 1975 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is shortsighted to build a two lane road. Should be a 4 lane road. Even if, for ideological reasons two are bus lanes. At least it gives flexibility in future when we get a government that understands people need to drive. |
| 1976 | Individual | Yes, but I suggest some changes. | I would encourage a lesser toll charge for motorbikes such as other toll roads allow. The northern gateway is \$2.40 for a light vehicle, I do not agree that the toll from Whangaparāoa to SH1 should be set any higher if not slightly less than that. \$2.00 off peak and \$3.00 on peak is what I believe would be fair and reasonable. |
| 1977 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Too many cars on our road |
| 1978 | Individual | No, not for this new road. | It has to be free. This road had to be done before a few years ago. But government spent funds for different project, and now wish us to cover that. It's not fair |

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| 1979 | Individual | No, not for this new road. | No, tolling Penlink is definitely unfair when the new Puhoi to Warkworth motorway at 24 kms is not tolled and Penlink at only 7 kms is tolled. Where is the fairness in that! |
| 1980 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am not sure about the real volume of traffic between Whangaparāoa and Stillwater and therefore whether that toll point really makes sense |
| 1981 | Individual | No, not for this new road. | It's taken the government 40yrs to start a project well over due. If it is tolled then you have to ask yourself why the Waterview tunnel isn't tolled and why did they take the tolls off the harbour bridge. The Hamilton Express way isn't tolled. |
| 1982 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Exemption for electric vehicles. 4 vehicle lanes |
| 1983 | Individual | No, not for this new road. | Aucklanders have suffered enough financial stress we do not need anymore |
| 1984 | Individual | No, I do not support the tolling of any new roads. | Because my taxes should cover it |
| 1985 | Individual | Yes, but I suggest some changes. | Toll the road if it's 4 Lane other wise what's the point. If it's two lane and slow I'll just take the longer way. This should have been done 20 years ago. |
| 1986 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Those that use it should pay for it. Those that don't shouldn't. |
| 1987 | Individual | No, not for this new road. | I support tolling for major transport links like motorways but not this as it is serving a smaller area and will affect the locals only. |
| 1988 | Individual | No, I do not support the tolling of any new roads. | It should be like Auckland tunnel, it's free. Government should do this project also free for the future |
| 1989 | Individual | No, not for this new road. | This road has been needed for years now! It shouldn't need to be tolled and isn't fair |
| 1990 | Individual | Yes, but I suggest some changes. | We just need to get this road completed ASAP |
| 1991 | Individual | No, not for this new road. | The road is mostly used by commuters, people going to and from work. No east, west or south commuters pay. The congestion problems at peak commuting times are some of the worst in NZ. |
| 1992 | Individual | No, not for this new road. | This road has been promised for years the sheer increase of housing on the Hibiscus Coast without suitable infrastructure is crazy. Why should our area be singled out for a toll road when this should have been completed years ago. The peak hour traffic is horrendous and needs to be addressed without having to pay for it. Why allow developers consent to build so many houses with no infrastructure!!! The park and ride when normal bus timetable is pathetic can't park after 8am as it's full !!! |
| 1993 | Individual | Yes, but I suggest some changes. | I agree to the tolling but only if the funds are put back into the road to cater for growth and redevelopment of the area. |
| 1994 | Individual | No, not for this new road. | Because it a crucial road that people will be using daily to do things like get to work. Why should we be punished for the fact that you guys have dragged your heels on providing proper options to get into town previously. |
| 1995 | Individual | No, not for this new road. | It seems counter to the aim of wanting to ease traffic if you will be charging toll, as people will try to avoid using this road so as not to be charged toll- And specially on peak times if you also want elevated toll rates during peak period. Cost of living in AKI is already high as it is, we don't want another expense added on daily life just to be able to travel from a to b. |
| 1996 | Individual | No, not for this new road. | Why should we pay up to \$4 a day to use the road. Up to \$56 extra a week. Isn't this what our taxes should pay for. In Auckland we already pay extra for petrol. I travel Torbay to Whangaparāoa everyday for work. I can't afford an extra \$56 a week. So I will not use it. Sick of paying taxes then having to pay more on top when taxes should cover it. |
| 1997 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am not that happy about it being tolled but if it means the project goes ahead finally tolls would have to be ok. I lived in Whangaparāoa for decades and until recently owned property there. Unbelievable how long this project has taken. |
| 1998 | Individual | No, not for this new road. | Every new road in north Auckland seems to want to be tolled. But you made the tunnels out west and in Auckland central and tolling was never a option. Residents in the area are constantly being targeted for extra funds and it's unfair |
| 1999 | Individual | No, not for this new road. | The penlink will reduce travel times, congestion and therefore greenhouse omissions. This is a positive both economically and environmentally for the government. Tolling will only deter use by local commuters for it's intended outcome. |
| 2000 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2001 | Individual | No, not for this new road. | We have been part of Auckland for awhile now and have out up with all that entails. Our mortgages are high, our schools get less funding etc. It is time we get something back for our taxes |
| 2002 | Individual | No, not for this new road. | It is blatantly inequitable unless the Waikato Expressway and Transmission Gully are also tolled. |
| 2003 | Individual | No, not for this new road. | We are all paying enough in rates and petrol taxes which should be covering this. People should not be penalised for taking a new road that will relieve traffic congestion |
| 2004 | Individual | No, not for this new road. | This road has been pending for soooooo many years now and has been agreed to on so many occasions it is ridiculous. This was a discussion when I first moved to this area in 2006 and here we are not far off 20 years later! Other roads for other than motorways are not charged for so why would this road be? Surely with the amount of housing that has now been squashed onto the Peninsula then surely to God the infrastructure should also be catered for! With one road in and one road out it is ridiculous to think we should be made to pay for the privilege! |
| 2005 | Individual | No, not for this new road. | Toll roads through Warkworth to town and Penlink means north of Auckland are penalised when no other road leading into Central Auckland are. |
| 2006 | Individual | Yes, but I suggest some changes. | Tolling is only temporary to pay for project rather than a permanent option. Users can buy tolls in bulk at a discounted rate. Option for toll to operate only during peak times, such as when the dynamic lane on Whangaparāoa Road currently operates, no toll at off peak times. |
| 2007 | Individual | No, not for this new road. | Many people will rely on it to get to and from work. So 10 trips a week adds too many \$ to the already high cost of living on the coast |
| 2008 | Individual | No, not for this new road. | With excessive inflation and growing financial pressure on current homes additional costs for transport that is supposed to be funded from the additional petrol taxes Aucklanders pay would be a slap in the face and just another tax from the government |
| 2009 | Individual | No, I do not support the tolling of any new roads. | Living costs are already difficult for many, users shouldn't need to be wealthy to use the bridge, the government should fund it as it serves to save money to up keeping other roads such as east coast bays rd from Silverdale, it has been such a long wait for this project that was clearly needed a longtime ago If council and transit allow continued housing development on the coast they should be providing roads to reduce congestion alongside that. |
| 2010 | Individual | No, not for this new road. | It seems unfair to single out this one road to be tolled for maintenance. Penlink has been delayed and pushed back for so many years and I think that the maintenance costs should come from existing taxes. If there is a shortfall in funding then other projects can be delayed. |
| 2011 | Individual | Yes, but I suggest some changes. | Make it really cheap. E.g. 1 or 2 dollars a day and unlimited trips for people who need it for work |
| 2012 | Individual | Yes, but I suggest some changes. | I think the proposed pricing is too high & should be reconsidered. Many people will struggle to afford another \$40/week cost to use it every day to/from work |

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| 2013 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | N/A |
| 2014 | Individual | No, not for this new road. | I don't think it is fair to make it a toll road when the government has already provided funding for the project, what are we paying a toll for? I also think 4 lanes should be considered as 1 lane each way is just not enough |
| 2015 | Individual | Yes, but I suggest some changes. | Price should not be more than 2 dollars as one working in Central Auckland need to travels twice a day...Then, it will come around 100 buck a month....so, should not be more than that.. |
| 2016 | Individual | No, not for this new road. | This will discourage people coming to work from Whangaparāoa Peninsula, they would rather stay home getting benefits, think if just another 100 people stay at home how much tax would government lost and benefit paid to those people |
| 2017 | Individual | No, not for this new road. | I think it's better justified to have toll roads for roads going outside Auckland. Whangaparāoa is a part of Auckland. It is the responsibility of the govt to provide infrastructure for people in Auckland. The govt is approving projects which increase demand on the infrastructure available. Houses could be build on the road stretch already available along SH1. People in Auckland are paying taxes plus paying additional fuel tax which was intended for use for general infrastructure. |
| 2018 | Individual | No, I do not support the tolling of any new roads. | since we already paid the tax, don't know why we still need to pay for the infrastructure. |
| 2019 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it gets Penlink done sooner then I'm all for it.tolls should not be more than a dollar |
| 2020 | Individual | No, not for this new road. | Penlink is a vital part of the transport corridor linking Whangaparāoa with the Northern motorway at the same time relieving congestion around the already gridlocked Silverdale interchange area.With no government funding for ferries to assist with reducing travel times/vehicle trips it is important that the Penlink remains a toll free road.. |
| 2021 | Individual | No, not for this new road. | Govt. Is providing funding. We already pay enough thru our fuel taxes. |
| 2022 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road services the peninsula, so users of it have direct benefit. I agree there will be added benefits to relieve the SH1 system at Silverdale of congestion. I live in the north so will be a benefactor of SH1 congestion relief. I feel that since the road is basically a short-cut to the peninsula for residents and businesses, then they should contribute to the ongoing costs via a toll. |
| 2023 | Individual | No, not for this new road. | I am a Stillwater resident. Penlink is fundamental, not optional roading infrastructure for the area. |
| 2024 | Individual | No, I do not support the tolling of any new roads. | We pay 10 cents a litre Auckland fuel tax for road improvements already. Remove that before trying to justify a new toll road. |
| 2025 | Individual | No, not for this new road. | We are paying road tax, Auckland fuel tax and Auckland rates. We stay further away from the city thus pay more already on fuel tax and contributions to get to work. Other districts in Auckland don't pay tolls. Why is it fair that the Rodney district should. |
| 2026 | Individual | No, not for this new road. | There are more than enough tax paying residents on the Whangaparāoa peninsula (and rising) to justify this road without tolls. |
| 2027 | Individual | No, I do not support the tolling of any new roads. | In Auckland, road tolls only apply North of the Harbour bridge, why?. No tolls on the new Hamilton motorway so why Puhoi/Penlink? Plus this project has been needed for the past 10 years, this project has been delayed by successive governments, why penalise road users. Plus the bridge should be four lanes not two, why? |
| 2028 | Individual | No, I do not support the tolling of any new roads. | It is unfair to toll as this road is helping improve infrastructure that should have been in place for this rapidly developing area. |
| 2029 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If you build any new roads they should be tolled, and should continue to be tolled to encourage use of public transport. Even better don't build it and use the money to fund better more heavy rail passenger lines in Auckland and actually give passenger rail to Christchurch, Hamilton and Tauranga. |
| 2030 | Individual | No, not for this new road. | The road will not be privately built, government/taxpayer funded, therefore the taxpayer will pay for the road then pay for the toll then pay for road tax in fuel and registration, how is this fair, only privately built public roads should be a toll road |
| 2031 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I have chosen to toll the road as I believe that if this option is not agreed to, the entire project may eventually not be completed or correctly maintained due to ongoing increases in cost and maintenance. The area is in desperate need of a new route and if tolling, even just for a period of time, ensures the successful completion of this project then I will be happy to go ahead with the proposal. |
| 2032 | Individual | I am unsure. | I don't understand why funding is given to the planning and construction but not on going maintenance. It seems a bizarre concept for a public road. |
| 2033 | Individual | I am unsure. | The tolls are way too high! Many people couldn't afford \$6-8 a day to save a few minutes travel. Heavy traffic (businesses) who travel to/from Wgp daily would probably not use Penlink. |
| 2034 | Individual | Yes, but I suggest some changes. | \$2.50 each way is enough. Any more and I will continue to use the existing roads. |
| 2035 | Individual | No, not for this new road. | There are many other significant road projects that are not tolled, yet it seems as you go north there are demands for certain roads to be tolled. We all pay high taxes on fuel and travel great distances every day to work in the in city. |
| 2036 | Individual | No, not for this new road. | The growth of this area needs this improved access. Tolling the road will leave it unused and just increase an already congested Silverdale |
| 2037 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2038 | Individual | I am unsure. | With the extra high fuel Costs and the distance we travel having an added toll is just unaffordable. Penlink also needs to be 4 lanes (2 each way) otherwise what's the point ? |
| 2039 | Individual | No, I do not support the tolling of any new roads. | Too hard on struggling families |
| 2040 | Individual | No, not for this new road. | |
| 2041 | Individual | No, I do not support the tolling of any new roads. | It's not consistent and unfair. No other roads have been toll. Even if it was tolled the money goes elsewhere. |
| 2042 | Individual | No, not for this new road. | Unfair as no other roads around NZ have tolls. Inconsistent decision making to have a toll. We pay enough in road taxes in Auckland. |
| 2043 | Individual | No, not for this new road. | Locals have been waiting 40 plus years paying their fair share of taxes, waiting and waiting and waiting for this to happen... meanwhile the development of the area has intensified 3 fold hence loads more people paying taxes and rates in the area ...if this 4 lane bridge was built years ago it may have cost 100 - 200 million...due to government short sightness and endless excuses and delays it will most likely cost 1-1.5 billion with all their ridiculous red tape and working groups. Why after nearly 5 decades are we being held ransom to pay 4 dollars each way everything we commute from our homes....outrageous...heads need to roll... |
| 2044 | Individual | No, I do not support the tolling of any new roads. | I have a suggestion... create multipurpose Digital Billboards/Signage periodically along the route. The signage could be attractive and adorned by foliage to have the infrastructure blend with the landscape ...allowing just the message to pop. Sell 50% of the adverts space by time period to advertisers seeking to market to commuters and geography. The funds would go to Pay for the road instead of tolls. The other 50% of the time the Digital signage would be informative about traffic ahead, accidents, road conditions and other Waka Kotahi messages including safe driving, speed, drunk driving. That would also decrease their advertising spend for media placement by having their own media placement. |
| 2045 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling allows for new roads ; the alternative is available where you don't have to use to toll road . This road needs to be built - if this is a way then yes - toll ! In fact toll all new roads - economic sense ! |

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| 2046 | Individual | No, not for this new road. | I would only support tolling if the road being built was dual carriageway in both directions - it is now planned as a single carriageway in both directions. Thus this is NOT a motorway (being solely one lane each way) & therefore should NOT be tolled. especially as transmission gully (motorway), the Kapiti Coast dual carriageway expressways are all NOT tolled ! |
| 2047 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling means people who use it pay for it. |
| 2048 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe a modest toll is good as we would be taxed in some other way to pay for or maintain the road. |
| 2049 | Individual | No, not for this new road. | Up north we already pay toll to go between the coast and Warkworth, new roads elsewhere in Auckland are built and no charge is incurred for the users, this is what we pay taxes for. Congestion taxes included. |
| 2050 | Individual | No, not for this new road. | The tolling is too expensive. We need to get Traffic out of the Silverdale/red beach/ Whangaparāoia road area especially with increased in housing and this is not encouraging it.- Families will not be Able to afford it so it's defeating the purposes. Money for this road has previously been allocated and redirected By Rodney district council.- Why are we having to pay again? |
| 2051 | Individual | Yes, but I suggest some changes. | The proposed tolling is far too expensive. Variable tolling does not offer people an option of when to travel as most are work commuters who cannot choose when to start or finish work. I cannot afford \$8 per day every day nor do I think it is a fair amount. |
| 2052 | Individual | No, not for this new road. | We already pay extra fuel tax in Auckland to cover road maintenance and construction. This is tax on tax plus GST. |
| 2053 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Yes, user pays and happy to pay when I use that particular road |
| 2054 | Individual | No, not for this new road. | The Penlink connection is essential for the growth and livelihoods of those who live on the peninsula. Tolling this road will only hurt struggling families the most who are already losing hours to unnecessary travel times. |
| 2055 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Funding surety for coming generations |
| 2056 | Individual | Yes, but I suggest some changes. | It should not be a toll road |
| 2057 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need 4 lanes, not 2 |
| 2058 | Individual | No, not for this new road. | Central Government interfered with the original project timeframe by decades with the super city the cost also blew out by 8 times. No its not fair to punish us with tolls after such delays i can barely get out of my street now |
| 2059 | Individual | No, not for this new road. | If the road was built by a private entity, then tolling is acceptable but as it is paid by taxes, road user charges and fuel surcharges, it should not be tolled. |
| 2060 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Gibt need more funds for future infrastructure projects |
| 2061 | Individual | No, not for this new road. | |
| 2062 | Individual | No, not for this new road. | We don't toll other roads in Auckland except for going north on state highway 1, which is in Rodney too. Tolls should be equitable across the entire Auckland region not just on a single road like Penlink. Penlink is not just for Whangaparāoia residents but for all Aucklanders that travel to the coast for recreation. Also think it needs to be 4 lanes given the usage by visitors plus residents. And enable for public transport. |
| 2063 | Individual | No, not for this new road. | It should not be tolled. Well overdue and many promises broken. If it was built earlier instead of continuously side tracked, prices wouldn't be anything like it is now and continued maintenance would not be an issue. |
| 2064 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because I want the bridge built asap |
| 2065 | Individual | No, not for this new road. | North Shore people have had to fund the Harbour Bridge, the Puhoi Extn. And the Warkworth Extn. Not fair to also fund Penlink. |
| 2066 | Individual | No, I do not support the tolling of any new roads. | We're on a peninsula with limited access. Toll this road and no one will use it and the carnage that is Silverdale junction to Whangaparāoia road will continue. |
| 2067 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because user pays, there is an alternative for people who don't wish to pay like the toll road up north. |
| 2068 | Individual | No, I do not support the tolling of any new roads. | We are a densely populated area and need more infrastructure that is not tolled to be able to travel off the Whangaparāoia peninsula |
| 2069 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Different toll prices at different times is a great idea. Maybe even no toll on the weekend to encourage people to get outdoor and visit places would be a great thing |
| 2070 | Individual | No, not for this new road. | Needs to be a 4 lane bridge. The 2 lane will be congested from the time it opens. Council are always stinging the HBC with rates and other costs. |
| 2071 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2072 | Individual | No, I do not support the tolling of any new roads. | Roads are what we pay our taxes for..if you hadnt wasted so much time already then you wouldn't need to toll the road as you could have built it for half the price. Also you need to build for the future not for now. This road needs to be at the minimum a dual carriageway as the city grows outwards. Think about what the city needs 20 to 30 years from now and you will save money in the future too..don't repeat the Auckland bridge |
| 2073 | Individual | Yes, but I suggest some changes. | Must be 4 lanes |
| 2074 | Individual | Yes, but I suggest some changes. | 4 dollars is expensive for peak each way. Should be 2 dollars at any time. |
| 2075 | Individual | No, not for this new road. | Hibiscus Coast Residents are already tolled through the Johnstone Hills tunnels to the north, so will also be tolled to the south. That's not really fair. |
| 2076 | Individual | No, I do not support the tolling of any new roads. | We pay taxes and road maintenance. Government should improve the traffic situation and why us have to pay toll. |
| 2077 | Individual | No, I do not support the tolling of any new roads. | We pay taxes galore. Auckland tax, petrol tax, road users the list goes on: basic infrastructure is a government obligation. We already have the northern toll road. The saving in petrol to use this would be eaten up and then some in the daily charge. And it's 8 per day on peak ! Madness. The cost to administer taken off we would be paying this for 50 years. It's disgusting that it's even being considered. The reason it's expensive is the 40 years of kicking around to actually start building the road. |
| 2078 | Individual | No, not for this new road. | We already pay fuel tax to subsidise roading in Auckland. The government was willing to spend 750 million on a bridge for cyclists, who by the way pay nothing towards roading, so why do we have to be tolled. |
| 2079 | Individual | I am unsure. | It would depend on what times of the day the toll would be applicable for users. |

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| 2080 | Individual | No, not for this new road. | It will prohibit the use and intent to ease congestion at Silverdale and through Whangaparao Road. It is also overdue, with the consented growth in Gulf Harbour, we need this Rid Now. |
| 2081 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2082 | Individual | No, I do not support the tolling of any new roads. | We as coasties have been paying rates and this is for upgrades to the traffic and public transport bit we don't have trains or any upgrades for the coast. This Penlink has been on the table for over 25 years. If it was built back then the cost would have been half!! |
| 2083 | Individual | No, I do not support the tolling of any new roads. | Stop giving money to benefits and lazy people the working get taxed enough |
| 2084 | Individual | No, I do not support the tolling of any new roads. | As a Stillwater resident the disruption outweighs the benefit. The cost is prohibitive for daily commuters but we will suffer the disruption for several years. |
| 2085 | Individual | Yes, but I suggest some changes. | There shouldn't be a toll between SH1 and East Coast Road... this is literally just an off-ramp 100 metres journey. The rest of it all makes sense. |
| 2086 | Individual | No, not for this new road. | We pay a surcharge for petrol in Auckland to fund this road, should not be taxed twice. It seems only roads in North Auckland are tolled. SH1 to Warkworth. Why? The inadequacies in the design of SH1 from Albany, lack of bus lane, lack of North on ramp at Wainui road, single lane bridge at Wainui, all add up to the congestion that is seen at the Silverdale intersection. Tolling Penlink will keep pressure on this intersection instead of easing it. |
| 2087 | Individual | No, I do not support the tolling of any new roads. | Traffic volumes through Silverdale are already horrendous, any dis-insensitive to use Penlink will not help! Transmission Gully is not tolled, why a further burden on Ak drivers |
| 2088 | Individual | Yes, but I suggest some changes. | one toll for all users |
| 2089 | Individual | Yes, but I suggest some changes. | If you don't wish to pay the toll then you can Take the free route. However if it is to be a toll road then I would like to see it being future proofed by being 4 lanes |
| 2090 | Individual | No, I do not support the tolling of any new roads. | Only some road users pay, taxes, gst, petrol tax, and anything else I have forgotten that is taken to fund the roads - stops wasting on ridiculous multi million dollar projects like the walkway across the harbour bridge and light raid down dominion road. |
| 2091 | Individual | No, not for this new road. | Is every hew road built tolled? If not then why this one? |
| 2092 | Individual | No, not for this new road. | The 4 lane option is not delivered, nor is any of the tolling going towards this expansion. This means the likelihood of this road resulting in accidents and jams is higher. It is not a premium solution that demands this price. There is also no dedicated PT lane on this road. Residents in North Auckland are already penalised with increased PT charges (under the revised zone pricing a few years ago Hibiscus Coast was one of the few areas to increase), regional fuel tax, petrol increases, proposed parking charges to park n rides etc. It is unfair to repeatedly penalise what are traditionally lower income earners for a commute to the CBD. The alternative free route is already congested - and using this logic would the toll be waived if the free route had yet another accident resulting in a half day road closure? |
| 2093 | Individual | No, I do not support the tolling of any new roads. | As with most TNZ projects it is too little too late and in the meantime the cost has escalated but not offset by the collection of rapacious fuel taxes. TNZ should stand down in its entirety and make way for a body run by competent persons with skill and foresight. |
| 2094 | Individual | No, not for this new road. | Because other new local roads are not being tolled so why start on this one. |
| 2095 | Individual | No, not for this new road. | |
| 2096 | Individual | No, not for this new road. | I would suggest \$3 for peak times and \$2 off peak. Same for everyone no matter where you get on/off. For each group there are different benefits. Whangaparaoa will have better travel times and Stillwater will have better roads. |
| 2097 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because of the cost of the bridge and very specific beneficiaries who should pay, rather than the general public. Also as a travel demand management tool. |
| 2098 | Individual | Yes, but I suggest some changes. | We pay tax on petrol so it should not be so expensive. |
| 2099 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This is a specialist road, that would not be necessary if Aucklanders stayed home, or didn't travel on mass. Therefore the road should be tolled to cover the costs, that could have been spent on busy city road. |
| 2100 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2101 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Would prefer to pay a toll than higher rates and assist getting infrastructure up and established. Also prefer a 4 lane option if tolled. |
| 2102 | Individual | No, not for this new road. | People in the area get b***** all from all the taxes we pay in Auckland around the area. The cost is prohibitive for a lot of people who need to use it regularly, becoming almost expensive as parking eg \$5 toll plus 15\$ parking plus roughly 10\$ in gas that is almost half a day's pay for people on minimum wage, students, workers who don't have choice in public transport due to terrible timing of buses or just don't have connections. People on the coast should not have to front this when other parts of Auckland have much more expensive project with lower ROI that aren't tolled and have alternative routes while the coast has no alternatives. I would support a rate paid at considerate discount eg maybe at most \$1 per day but considering how much tax we pay in rates plus in petrol it's ridiculous. |
| 2103 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Toll it if it speeds up the process |
| 2104 | Individual | No, I do not support the tolling of any new roads. | Aucklanders are already paying road tax at the fuel pump .. AKL council taking their share followed by the Govt .. a road toll would be deemed a triple dip into Aucklanders pockets. |
| 2105 | Individual | No, I do not support the tolling of any new roads. | We already have a toll when we travel north and when they built the water view tunnel, that's not tolled, all the new roads in east and south Auckland are not tolled, so why are we being singled out, we have waited 40 years for this. |
| 2106 | Individual | No, not for this new road. | Because inner city bypass roads, bridges, tunnels that should be tolled are not. All citys toll their bypass tunnels except Auckland. Instead north Auckland is unfairly sigled out for tolls |
| 2107 | Individual | No, I do not support the tolling of any new roads. | Road fees are already high enough without adding further costs i.e: tolls |
| 2108 | Individual | I am unsure. | Not sure on the amount that working people will have to pay weekly. |
| 2109 | Individual | Yes, but I suggest some changes. | I think the idea of a toll to maintain the road is fair, I don't agree with a toll to travel between East Coast Road and SH1, why would you pay \$1 a time to travel 100-200m? That point should be east of East Coast Road, so it only captures traffic using the toll road, not the local connection to the motorway. Not fair at all |
| 2110 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The roads champions have always included a toll in their support, this must be carried through to implementation. |
| 2111 | Individual | No, not for this new road. | |
| 2112 | Individual | No, I do not support the tolling of any new roads. | It never improve any traffic conjunction. No matter how it build. Also it done lots of damage to the country & the envolment. |

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| 2113 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2114 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2115 | Individual | No, I do not support the tolling of any new roads. | I pay several taxes as a contribution to roading . Aucklanders are already paying substantial targeted taxes over and above other NZers. At some point it appears there will be further congestion charges to enter Auckland where i work. My vehicle is already substantially taxed through ruc . This road is no different to any other road and it would be manifestly unfair to target the Whangaparāoa driver as opposed to other drivers in the Hibiscus Coast as it has been the unfettered growth west of Whangaparāoa that causes most of the congestion in the Silverdale area. |
| 2116 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This should be aligned with any future system setup for road pricing in Auckland. I believe it should be priced high enough to cover the build and maintenance costs of the project. |
| 2117 | Individual | No, I do not support the tolling of any new roads. | All the new, in fill housing that is being created b4 infrastructure is created or allowed for should have been addressed prior to building a lot of the horrendous developments and some ok developments. These new developments should be carrying the cost of ALL new infrastructure instead of crazy inflated profits going into developers pockets. |
| 2118 | Individual | Yes, but I suggest some changes. | I think it should be one fair no matter where you get on or off. You should also be able to pay for tolls in bulk aswell given how often this is to be used and the more bulk buys should include discounts |
| 2119 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Users of the road should pay a toll for maintenance costs. |
| 2120 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is a good means of paying for maintenance while also acting as a means of controlling demand at peak times to reduce congestion. |
| 2121 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it is not tolled it may never happen |
| 2122 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Happy for this road to be user pay. It will create significant advantages to locals in terms of travel time and property values. If tolling gets it built sooner then just do it. Any toll will still be cheaper than paying vehicle running costs for the extra mileage to Auckland. |
| 2123 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | THIS SHOULD BE 4 LANES. WHAT A TOTAL NONSENSE MAKING IT TWO. TYPICAL SHORT SIGHTED AND INCOMPETENCE. DO THIS RIGHT THE FIRST TIME. |
| 2124 | Individual | No, not for this new road. | This is a necessary piece of infrastructure for a growing part of Auckland. Business cases have shown this to be nearly \$6 benefit for every \$1 spent. Aucklanders have been paying extra tax in petrol which should be going towards this sort of project. As such I don't see why this should also be tolled. |
| 2125 | Individual | No, not for this new road. | Roadway R&M should be funded from taxes already gathered against fuel and/or vehicle registration fees |
| 2126 | Individual | No, I do not support the tolling of any new roads. | How is this fair , we've been waiting 20 plus years for this Bridge , you could have built it for a third of the cost back then. I do not support tolling this bride , |
| 2127 | Individual | No, I do not support the tolling of any new roads. | Aucklanders already pay extra taxes on petrol. We are being hit twice |
| 2128 | Individual | No, I do not support the tolling of any new roads. | We are already paying a 10c/ltr tax on top of all the other taxes motorists pay. We were told this fuel tax was to pay for road improvement just like this. |
| 2129 | Individual | Yes, but I suggest some changes. | If the route is to be tolled then it should be made 4 lanes instead of 2 so it is already built for future traffic levels |
| 2130 | Individual | No, I do not support the tolling of any new roads. | Tolling in NZ is over applied and the tolls gathered are excessive in the cost in construction and maintenance of the roads they are applied to |
| 2131 | Individual | Yes, but I suggest some changes. | Agree but EVs and buses should be free or 50% of lowest rate |
| 2132 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Taxes are insufficient to maintain additional new roads, and secondary toll-free road is an alternative for vehicle users. Public transport or high occupancy pooling incentives should be encouraged. |
| 2133 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2134 | Individual | No, not for this new road. | As Whangaparāoa residents we pay enough road tax especially the 10c fuel tax for Auckland Region. Is that ever going to disappear? The other important factor here is a 2 lane road is pointless as it should be 4 lanes to take into account the growth that is occurring on the peninsula. Did the NZ Road authority not learn its lesson with the Harbour Bridge? If it was converted to 4 lanes! would pay a toll. We need to think to the future not just look at current traffic volumes. The other aspect is why does it need provision for pedestrians and bicycles? Surely bicycles can use old State Highway 1 or East Coast Bays Rd once off the peninsula. |
| 2135 | Individual | Yes, but I suggest some changes. | I agree with tolling and variable tolling however I live in Gulf Harbour and there are minimal transport option to get to Albany/CBD and \$4 a trip i feel is a little excessive. It would be great if you could pre-pay for a certain number of trips a month at a lower rate or if the trips from Gulf Harbour to SH1 were \$3 peak and \$2 off peak. There are some days i would end up travelling that road 4 times due to hospitals etc all being located on the North Shore. |
| 2136 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2137 | Individual | No, I do not support the tolling of any new roads. | Already enough costs as it is |
| 2138 | Individual | No, not for this new road. | The Hibiscus Coast isthmus has been underserved by roading infrastructure forever - projects like Gulf Harbour have taken an age to develop/mature because they are so badly disconnected from Auckland. With the success of Penlink, there will be further development all the way across the peninsula providing significant economic benefit. Tolling this road may in fact provide a half measure solution to making the peninsula accessible. Given the size of the peninsula and relative proximity to Auckland I suggest it is not tolled. |
| 2139 | Individual | No, not for this new road. | Heavy development in Milldale/Millwater/Wainui/DairyFlat/Silverdale will put strenuous pressure on the current road infrastructure. It should not be the residents of the Hibiscus Coast responsibility to fund and maintain the infrastructure that is becoming outdated. We pay significantly more at the pump in fuel tax which should be used for projects like this. |
| 2140 | Individual | No, I do not support the tolling of any new roads. | We have paid tax where the project funds were raised. |
| 2141 | Individual | No, not for this new road. | I already pay a toll in my fuel price which was my understanding it would be used for new roads. |
| 2142 | Individual | Yes, but I suggest some changes. | Paying a toll is fair but changes to the road so that it is more equipped for future increase in traffic and public transport (4 lanes and bike/walking) future proofing the area rather than continually being behind growth and development which seems to be a failure in many areas in Auckland. |
| 2143 | Individual | Yes, but I suggest some changes. | I would suggest the different rating for permanent users vs visitors. Or something like monthly/annually subscriptions. |
| 2144 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | More convenient for people live that area and any construction need enough financial support |

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| 2145 | Individual | No, not for this new road. | For users not travelling to and from or passing the peninsula, it's unfair to toll. |
| 2146 | Individual | Yes, but I suggest some changes. | I think the pricing for the full use of the road from SH1 to Whangaparāoa Road should drop by \$1. So \$2 off-peak and \$3 peak. |
| 2147 | Individual | No, not for this new road. | Government stated they would fully fund it. Also the petrol on the coast is 20 cents higher than the rest of Auckland for some unknown reason????? The main aim is to reduce congestion at Silverdale so why would you toll the new road to encourage people to use the free Silverdale route???? Needs to be four lanes. Two is not preparing for the number of people moving here. Also all the new subdivisions means more cars, eg scott rd is producing 50 new houses, that's at least 100 more cars. We need penlink now!!!! |
| 2148 | Individual | No, not for this new road. | The government has fully funded this project (finally) and our fuel taxes pay for maintenance. A lot has changed since 2006 and road tolls are no longer appropriate. Whangaparāoa only has 1 road in and out and this is a vital link, any accident adds hours to travel on Whangaparāoa Rd, plus the area at Viponds Rd is slipping and needs major remedial work. With the thousands of extra vehicles due to new housing this will be a nightmare. NO EXTRA TAX, NO TOLLS and it SHOULD BE A 4 LANE RD. We have been waiting around 30 years for this, please get on with it. |
| 2149 | Individual | No, not for this new road. | Auckland council had the money to do the whole job when they took over the old Rodney council. Taxpayers been ripped off again but council backhanded deals. Should have been built 20 years ago. |
| 2150 | Individual | No, I do not support the tolling of any new roads. | We pay all kinds of taxes in our daily life, therefore we should have the rights to use free roads in NZ. |
| 2151 | Individual | No, I do not support the tolling of any new roads. | |
| 2152 | Individual | No, I do not support the tolling of any new roads. | |
| 2153 | Individual | No, not for this new road. | Life is hard |
| 2154 | Individual | No, not for this new road. | Penlink has only 2 lanes instead of originally discussed 4 lanes. It will be easily clogged and will be a great investment to do 4 lanes or ideally connecting with Northern bus route. I'm not happy for paying toll considering the amount of tax we pay. |
| 2155 | Individual | No, not for this new road. | \$8 a day is ridiculous. I work in the trades and require my car for work. This increases my costs by another \$40 a week. Other new roads in other parts of Auckland have not been tolled. I am happy to pay a smaller price but this is much more expensive than the toll road which goes north to Puhoi. Petrol is also more expensive out here than other parts of Auckland. We pay taxes in our fuel to go into roading... please reconsider a smaller toll price. |
| 2156 | Individual | Yes, but I suggest some changes. | 1-2 dollars |
| 2157 | Individual | No, I do not support the tolling of any new roads. | Taxes already pay for roads... This is triple tax for Auckland. Petrol tax should be enough. |
| 2158 | Individual | No, I do not support the tolling of any new roads. | The maintenance of a new road should be minimal and covered along with other roads. . |
| 2159 | Individual | No, I do not support the tolling of any new roads. | Why bother ? NZTA regularly ignores the public, why should this be any different. |
| 2160 | Individual | No, I do not support the tolling of any new roads. | |
| 2161 | Individual | No, I do not support the tolling of any new roads. | Two lanes each way and FREE |
| 2162 | Individual | No, I do not support the tolling of any new roads. | We have paid tax for many years to enable roading to be done. |
| 2163 | Individual | No, not for this new road. | Aucklanders already paid the fuel tax, no reason to pay for the road. |
| 2164 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The road is so congestion now |
| 2165 | Individual | No, not for this new road. | This is a feeder road into a relatively roading isolated residential area. NO OTHER SUCH ROADS IN NZ HAVE LOCAL RATEPAYERS FUND R&M.COMMUTERS PAY ROAD TAX THROUGH FUEL COSTS AS WELL AS AUCKLAND CITY FUEL LEVY OF 11.5 CENTS LTR. THERE IS NO REASON TO CHARGE RESIDENTS FOR MAINTENANCE. Deliberately tolling to minimise use and avoid building the 4 lane planned is a cynical move by NZTA. |
| 2166 | Individual | No, not for this new road. | It's not fair to the residents in this area. We are paying tax, so we should have the right to use the road. |
| 2167 | Individual | No, I do not support the tolling of any new roads. | We pay fuel tax in Auckland!!!!!!!!!!!!!!!!!!!!!! This should be covering road development NOT double taxing . |
| 2168 | Individual | No, I do not support the tolling of any new roads. | |
| 2169 | Individual | No, I do not support the tolling of any new roads. | Every vehicle that has a current registration pays for road use and servicing/maintenance. How is it fair that we have to pay on top of what we are already entitled to? Quick math If 2.5million people in new Zealand have a vehicle with a current registration cost of \$50 a year (after deductions of acc levy etc), the total equals 125 Million dollars. Now we all know that 80% plus of all vehicles registrations exceed \$50 a year, so why would I want to pay for more what I'm already paying for? |
| 2170 | Individual | No, I do not support the tolling of any new roads. | We were told in 2020 that it would be fully funded as part of the NZ transport upgrade programme |
| 2171 | Individual | No, I do not support the tolling of any new roads. | The main incentive and excitement of the Penlink is to improve accessibility to the motorway. Tolling it will not have much of an impact as many will avoid using it thus making it a pointless route. Backlogs and traffic won't improve thus not meeting the goal of the Penlink. We need to maximise its use. It also needs 2 lanes each way as a preemptive move. And a bus route that can adapt to a train link one day. |
| 2172 | Individual | No, I do not support the tolling of any new roads. | Already paying sky-high rate, that suppose use on the new road. |
| 2173 | Individual | No, not for this new road. | It should be free |
| 2174 | Individual | No, not for this new road. | We often use it, so it is too expensive for us |
| 2175 | Individual | No, not for this new road. | Bec it is too expensive for the people who cross the Penlink to work every day |
| 2176 | Individual | No, not for this new road. | 1. Already being paid for by other taxes. 2. It will benefit far more than those who drive on it. |
| 2177 | Individual | No, not for this new road. | I agree with John Watsons opinion in Rodney Times Jan 27th, Now that NZTA is funding it why can't the 11.5 cents a ltr we are currently paying for maintenance on our roads be used so all can afford to enjoy a road link that has been promised for over 30 years. This is a double dip by those in charge and then there is the proposed congestion tax triple dip to alleviate congestion at the Silverdale /Millwater /Milldale, this would double the cost of a weekly commute outrageous!!!! |
| 2178 | Individual | No, I do not support the tolling of any new roads. | Citizens should be free and have the right to roam their country in any roads, highway, streets etc. anytime without being charged. On going and Future expansion of Rodney district will create more jobs and enough to pay for the road. The road to progress. |
| 2179 | Individual | Yes, but I suggest some changes. | THE PROPOSAL TO MAKE PENLINK A TWO-LANE ROAD IS TOTALLY UNACCEPTABLE. THE MOMENT IT IS COMPLETED IT WILL REQUIRE TWO MORE LANES - SO DO IT RIGHT NOW OTHERWISE DON'T DO IT AT ALL. |

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| 2180 | Individual | No, I do not support the tolling of any new roads. | Too many taxes have been paid. We need to take this road to go to work and go back home. The petrol itself is ridiculously high! It is so costly. It is not fair to let us pay additional fees when almost all the highways in NZ are free of toll. Government should do something on it!!! |
| 2181 | Individual | No, not for this new road. | please not charge for this road. |
| 2182 | Individual | No, I do not support the tolling of any new roads. | You already charge Aucklanders extra in petrol |
| 2183 | Individual | No, not for this new road. | Aucklanders should not pay any toll road in Auckland area as they paid either higher rates or petrol costs |
| 2184 | Individual | No, not for this new road. | The people of Whangaparāoia have already suffered with the high fuel cost, regional fuel tax and the promise that this road was supposed to be built years ago. Also as it is fully funded, it should proceed on the same toll free basis that most other NZTA projects do. Also if in future, the city congestion charge is introduced - how much more will the people of Whangaparāoia have to pay? Also by us travelling on this road, the congestion will reduce at Silverdale and Milldale, but we will pay the highest rate of toll - is that fair? We are normal people trying to get to work with no proper/ frequent bus or train service - how are we supposed to pay for toll, fuel cost, congestion cost, high cost of living, taxes? Please think hard before you make any decisions it will affect a lot of regular Kiwis trying to get by. |
| 2185 | Individual | Yes, but I suggest some changes. | Price seems too high. |
| 2186 | Individual | No, not for this new road. | |
| 2187 | Individual | No, I do not support the tolling of any new roads. | Aucklanders pay an 11c per litre petrol tax that we were led to believe was for road infrastructure so why charge an extra tax in the form of a toll for Penlink? Also petrol prices are at record highs so it stands to reason the tax take is at record highs as well so no need to toll Penlink. |
| 2188 | Individual | No, I do not support the tolling of any new roads. | It is only Auckland and Tauranga that are currently Tolled. I understood that the 10 cents Petrol tax was to cover all new roads. Why are no other roads tolled? It seems that Auckland is getting the worst end of the stick. |
| 2189 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2190 | Individual | No, I do not support the tolling of any new roads. | Too many taxes have been paid. We need to take this road to go to work and go back home. It is so costly. It is not fair to let us pay additional fees when almost all the highways in NZ are free of toll. Government should do something on it!!! |
| 2191 | Individual | No, not for this new road. | The road needs to be at least two lanes. |
| 2192 | Individual | No, I do not support the tolling of any new roads. | We paid too much taxes |
| 2193 | Individual | No, not for this new road. | Penlink was originally to be funded by NZ Transport. Tolling puts undue stress on locals when many benefits are for residents located outside of Whangaparāoia. |
| 2194 | Individual | No, not for this new road. | Because the funding was already allocated and the pressure on local residents has been huge for a really really long time. To then have a toll means a lot of lower income residents will not be able to use it. This is adding insult to injury after years of mucking us around. |
| 2195 | Individual | No, not for this new road. | 1. It has been fully funded 2. If users have to pay to use this road to maintain it why don't other users get charged for routes that need maintenance 3. Congestion from Whangaparāoia has flow on effects for other users in the Hibiscus Coast. Effectively the Penlink users would be being charged for reducing congestion on other routes. 4. People should not be discouraged from using it due to price |
| 2196 | Individual | No, not for this new road. | I have paid all taxes |
| 2197 | Individual | No, I do not support the tolling of any new roads. | We have a high petrol tax in NZ. This should be used for this type of project |
| 2198 | Individual | Yes, but I suggest some changes. | I support Tolling but for what you expect to charge is the similar to the other toll roads around the country but they are 4 lanes not 2 |
| 2199 | Individual | No, not for this new road. | This has been debated argued about for over 30 years. Funds were supposed to have been allocated from fuel tax etc. Think a two lane road totally inadequate for the volume of traffic we now have on the coast |
| 2200 | Individual | No, I do not support the tolling of any new roads. | |
| 2201 | Individual | No, not for this new road. | With overwhelming evidence to the contrary your arguments for a toll do not make sense. I even feel this process is a sham and despite overwhelming objections from the public you have already decided because you can. Aucklanders were told in 2018 a fuel tax levy of 10 cents a litre plus gst was necessary to fund Penlink. Next the federal Govt. said it would fund construction. Next it appears less than half the fuel tax take has been spent and none of which has been allocated to Penlink for either construction or maintenance. I have yet to see a costing on maintenance or even exactly what maintenance involves. If maintenance is such an expense then surely an argument would exist for the reduction in maintenance costs by the reduction in traffic on the current Silverdale road. With an improvement in traffic access to Whangaparāoia there must also be a corresponding improvement in access to new housing developments over the entire Hibiscus Coast and therefor maintenance costs should be seen as beneficial to the entire region and costs spread accordingly. Local residents rightly see a toll as just a money grab from local residents who can least afford it (whatever the amount may be). |
| 2202 | Individual | No, I do not support the tolling of any new roads. | Must be free. It is good for everyone |
| 2203 | Individual | No, not for this new road. | Don't think Weiti bay residents should be tolled for using interchange connected to state highway 1 That is the infrastructure the government should be liable for the maintenance. |
| 2204 | Individual | No, not for this new road. | The people that will be using Penlink (from Whangaparāoia) are lower socioeconomic and don't have as much disposable income (with many pensioners too). It makes more sense to toll the Silverdale exchange instead, as those living in Silverdale, Millwater, Dairy flat and Orewa are higher socioeconomic (plus with more traffic through that route, more tolls could be collected) |
| 2205 | Individual | No, not for this new road. | |
| 2206 | Individual | Yes, but I suggest some changes. | I travel into the north shore 5 days a week. I support a toll however I would not pay the proposed \$4 in peak traffic time, I would continue to use WPG rd. If you made the toll affordable at all times of the day more people would use it and you would free up the bottle neck at Silverdale. The \$1 outside of peak periods I would pay. |
| 2207 | Individual | No, I do not support the tolling of any new roads. | Infrastructure is already funded through taxes, rates, fuel tax, etc. This new road should be a relief for locals, and not bittered by tolling. Would save all three tolling points, the whole camera system and all that goes with it. No tolling, hence less construction and less ongoing cost. |
| 2208 | Individual | No, I do not support the tolling of any new roads. | This is a road project that has been planned for over 30 years this should be paid for from taxes as the majority of most other roads that have been planned for this amount of time. |
| 2209 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | To speed up the completion of Penlink and other similar highways |
| 2210 | Individual | No, I do not support the tolling of any new roads. | |
| 2211 | Individual | No, not for this new road. | The cost of this is prohibitive for most families. - We are already paying Auckland fuel tax which should have been offsetting this cost! Whangaparāoia residents are being penalised. - This road is going to advantage the rest of the coast, especially Silverdale and redbeach who will have less traffic that in the area. This road should have been built years ago and has now cost so much more than it should have. |

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| 2212 | Individual | No, not for this new road. | |
| 2213 | Individual | No, I do not support the tolling of any new roads. | I'm a taxpayer and have the right to use the roads built by the government for free without paying. I do not support the tolling of any new road. |
| 2214 | Individual | No, I do not support the tolling of any new roads. | |
| 2215 | Individual | No, not for this new road. | Theres no difference from other roads in NZ |
| 2216 | Individual | No, not for this new road. | People won't use it if it's tolled. You'll just have an expensive but underused road. |
| 2217 | Individual | No, I do not support the tolling of any new roads. | |
| 2218 | Individual | No, not for this new road. | If costs are prohibiting to two lanes only, what benefits does tolling provide? No additional infrastructure support. |
| 2219 | Individual | No, not for this new road. | We pay much more for petrol to cover things like this and I understand much of those funds accumulated have not been used yet. My understanding is it was also previously approved to be fully government funded. |
| 2220 | Individual | No, not for this new road. | |
| 2221 | Individual | No, not for this new road. | I am a resident living in WeitiBay community. Part of Penlink is overlapped with Weiti Road that was built by our builder. That means that we have paid a lot when we paid for the site. So it is not fair for us to pay the tolling Penlink. |
| 2222 | Individual | I am unsure. | In previous years roads and bridges were all funded by Taxes and Road Charges. The AK Hrb Bridge in 1959 was an exception because of the roading costs at the time. This new link should have been built many years ago and would have been funded without tolls |
| 2223 | Individual | No, not for this new road. | all traveler who use this Penlink are local resident. They have already paid tax and rate. |
| 2224 | Individual | No, I do not support the tolling of any new roads. | It is unreasonable to use our land tax to build a highway and ask us to pay a toll. |
| 2225 | Individual | No, not for this new road. | For some people, this is the only way easy to go every day, and it is unreasonable to charge these people. The purpose of building this road is to ease the traffic pressure on other roads, but even with a small daily fee, for these people In other words, it also adds up to a lot. This road should not be allowed to become a decoration. |
| 2226 | Individual | No, not for this new road. | |
| 2227 | Individual | No, not for this new road. | not fair |
| 2228 | Individual | No, I do not support the tolling of any new roads. | We have already paid so many tax and fuel taxes keeps going up |
| 2229 | Individual | No, I do not support the tolling of any new roads. | |
| 2230 | Individual | No, not for this new road. | As the taxpayers, we should have right to use the these public goods free of charge. |
| 2231 | Individual | No, not for this new road. | The people in Whangaparāoa has been waiting for this long. We pay extra fuel tax in Auckland. Lot of vulnerable users will use the road. The proposed toll is totally unacceptable. If there is toll it should 50C each way max. |
| 2232 | Individual | No, I do not support the tolling of any new roads. | only short distance use, should not to pay. |
| 2233 | Individual | No, not for this new road. | We paid high taxes. The living fee is keeping increasing. Why we need pay more for the new road. |
| 2234 | Individual | No, not for this new road. | •I live in Stillwater. Stillwater community has no option to use public transport to ease congestion on the roads and yet our toll prices are proposed to be almost as high as the Peninsula who do have this option available to them. •Penlink is being built to ease congestion for building more in Dairy Flat/Silverdale and Stillwater/Whangapararaoa are proposed to be charged to ease congestion for those areas, once again this does not seem equitable as a few people are being charged a lot, as opposed to many people being charged a little if it were not tolled. •The original designation for Penlink included only one tolling point on the bridge, which is what the community has always been led to understand. |
| 2235 | Individual | No, not for this new road. | there are already extra charges on fuel and rates in Auckland we should not be tolled on roads as well |
| 2236 | Individual | No, not for this new road. | it is necessary public road |
| 2237 | Individual | No, not for this new road. | There are many people live in Whangaparāoa Peninsula. It is government's responsibility to build the road to improve the traffic. |
| 2238 | Individual | No, not for this new road. | We have paid a lot of tax!!! It's unfair to ask people to pay it when nearly all highway in NZ is free of tolls!!! |
| 2239 | Individual | No, not for this new road. | |
| 2240 | Individual | Yes, but I suggest some changes. | \$4 each direction is too high when compared with other toll roads. I would suggest max \$3 |
| 2241 | Individual | No, not for this new road. | I live there and I am paying tax during the pandemic |
| 2242 | Individual | No, not for this new road. | the construction cost of Penlink should be from tax, payer who live locally shouldn't have to cover the cost. |
| 2243 | Individual | No, I do not support the tolling of any new roads. | |
| 2244 | Individual | No, I do not support the tolling of any new roads. | Since the investment of the Penlink is from the government, as the taxpayer I don't think I need to pay for the route. |
| 2245 | Individual | No, not for this new road. | I am the resident in Gulf Harbour, Penlink is good for us and save more time for traffic. However, we are also the tax payer and have the free using right of this road. |
| 2246 | Individual | No, I do not support the tolling of any new roads. | |
| 2247 | Individual | No, not for this new road. | I don't have a choice when to travel so I think it's unfair that I should pay more for certain times |
| 2248 | Individual | No, not for this new road. | Penlink is already budgeted for. Auckland is sitting on a \$285m fuel tax surplus. Why are coasties paying extra for fuel if it's not already paying for these projects? |
| 2249 | Individual | Yes, but I suggest some changes. | The Penlink should be free for residents, daily cost would be a big burden for us. |
| 2250 | Individual | No, I do not support the tolling of any new roads. | |
| 2251 | Individual | No, not for this new road. | Tolling is too expensive considering for everyday users and isn't fair to only charge those who paid as this Road is also beneficial to other northern motorists because of reducing the traffic congestion. |
| 2252 | Individual | No, I do not support the tolling of any new roads. | |

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| 2253 | Individual | No, not for this new road. | As long term residents we have already contributes more than reasonable for this project, without any benefits for the last few DECADES. Our rates were raised to purchase the land, we have to pay roading surcharge for our fuel, we are constantly stuck in rush hour traffic due to new housing developments that have been approved without requiring the appropriate investment in or contribution to the necessary infrastructure. |
| 2254 | Individual | No, not for this new road. | Some people will not be able to afford the toll. Just because it is North Auckland they think it can be tolled when they would never propose a toll in South Auckland. |
| 2255 | Individual | No, not for this new road. | |
| 2256 | Individual | No, I do not support the tolling of any new roads. | Because many people working in city and living in Gulf harbour, we hope we could get free transportation |
| 2257 | Individual | No, not for this new road. | 1.Maintenance of state highways is funded by NZTA, so this road should not be an exception. 2: There will be traffic advantages to areas that will not use Penlink, e.g. Millwater 3: It is not economically affordable at present to include cycle/walkways. |
| 2258 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think tolling is fair but i do not support 2 lane Penlink. In my opinion this is incredibly short sighted and in the next few years will cost us much more, when this requires more lanes and a bus lane |
| 2259 | Individual | Yes, but I suggest some changes. | Keep the \$4 toll for peak times, but reduce the off-peak toll from \$3 to \$2 to further encourage off-peak traveling. |
| 2260 | Individual | No, not for this new road. | I was against tolling Penlink before the news of a huge petrol tax revenue surplus in Auckland Council.. now I'm vehemently opposed to what will amount to yet another tax on struggling Aucklanders. Many who live on Whangaparāoia do so because living closer to Auckland is unaffordable. And now you're proposing charging them more to live closer to Auckland? For instance think of all the nurses & midwives who live here & drive to work at North Shore Hospital.. they're already suffering through a 3 year pay freeze.. so asking them to dig even deeper just to get to work quicker is unprincipled, illogical and unjust. Money from the vast surplus of Auckland Petrol Tax funds needs to be assigned to maintaining Penlink.. that it hasn't been already appears to be at best an oversight, at worse a pretext for yet another stealth tax. I know writing this is pointless as the decision to toll Penlink has already been made.. but maybe it can lend you slight pause for thought.. to reflect on the damage you'll be doing to an already corroded Democracy.. when you again ignore the will of the people. |
| 2261 | Individual | Yes, but I suggest some changes. | Happy to pay \$2 toll if the road is 4 lane from the start. The current proposed charge of \$4 is too high and the road will be too busy as just two lanes based on current Whangaparāoia Road usage without the population growth forecast by current development activity on the Coast. |
| 2262 | Individual | No, I do not support the tolling of any new roads. | 1. Road users are already stung three times: once when they pay fuel taxes, once when they pay the rates on their home, once when they pay tolls. 2. Aucklanders are also paying an additional 10 per litre fuel tax of which nearly half has not yet been spent 3. The costs of collecting the tolls typically swallow between 10-30 per cent of the income from tolls & unpaid fines from toll roads over the past five years add up to more than \$4.33m 4. As a resident of Stillwater opposed to Penlink, it is noted that at \$3 in either direction for Stillwater during peak hours, Penlink would be the most expensive toll in the country 5. Stillwater Community would have all of the negatives of Penlink (construction, ongoing traffic noise, environmental impacts) and is being charged the most per km for using the road. 6. Someone who comes from the city into Stillwater to pick up family and back onto Penlink to go to the coast would be being charged \$6 (one way) for traveling the same distance on Penlink as someone from Whangaparāoia Peninsula who would only be charged \$4 for the same distance, this is not fair. 7. There is potential for peninsula traffic opting to exit Penlink onto Spur Road as taking this route would still save time for Whangaparāoia residents and would save them \$480 a year based on the current proposal, assuming they use this route to commute to and from work. 8. There is no public transport option in the Stillwater community to ease congestion on the roads and yet our toll prices are proposed to be almost as high as the Peninsula who do have this option available to them. 9. Penlink is being built to ease congestion, and people in the increasing urban sprawl in Dairy Flat/Silverdale will benefit for free, yet 9. Stillwater/Whangaparāoia residents are proposed to be charged for easing the congestion for those areas, once again this does not seem fair as a few people are being charged a lot, as opposed to many people being charged a little if it were not tolled. 10. Some people were happy to pay a toll to go onto the Peninsula, but not into the city. The original designation for Penlink included only one tolling point on the bridge, which is what the community has always been led to understand. 11. The majority of the Stillwater Community were opposed to Penlink. It is going ahead regardless and we will now be subjected to the environmental impact, visual eyesore and noise pollution. 12. At times the Stillwater residents have been trapped by road closure due to fallen trees or accidents, and yet the viable alternative route is proposed to be charged in both directions. When you compare the services available to Stillwater with other parts of Auckland as the challenge of one road in/out makes Stillwater different to the Peninsula and charging us for using our only alternative route does not seem fair. |
| 2263 | Individual | No, not for this new road. | Motorways and tunnels have been built in Auckland without tolling. Why should we be required to pay a toll on this bridge? It's simply not equitable. |
| 2264 | Individual | No, not for this new road. | Because no new roads south of Auckland were told yet north of Auckland, it is fair game. penlink is proposed to ease congestion in Silverdale so Milldale and Millwater can proceed. Why should Whangaparāoia residents pay for others to have a free run. |
| 2265 | Individual | No, not for this new road. | Auckland Council is sitting on \$285 million thanks to the regional fuel tax left unspent. I feel we've already paid for a decent, fit for purpose, future proof road. |
| 2266 | Individual | No, not for this new road. | Government should be able to build and operate from tax from us. |
| 2267 | Individual | No, not for this new road. | The road is essential for keeping commuter traffic around the city flowing. This should not be tolled as the alternative route will remain congested. |
| 2268 | Individual | No, I do not support the tolling of any new roads. | Cost of living is already too high. The toll will affect lower income families |
| 2269 | Individual | Yes, but I suggest some changes. | I think having a toll is fine but not that expensive. |
| 2270 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is fine as long as the road get built. |
| 2271 | Individual | No, not for this new road. | Similar projects remain untolled. Not sure why this would be different |
| 2272 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think that tolling will ensure continued development of the link and good maintenance of the facility. It helps to reduce current problems that occur in an overloaded Whangaparāoia Road. |
| 2273 | Individual | No, not for this new road. | The maintenance of roads is already paid for by way of taxation. Users of the road should not have to pay again. Paying a toll is too much hassle- eg. Northern motorway. |
| 2274 | Individual | I am unsure. | Not enough information/context for me to make a considered decision. The most important suggestion I can make is - don't borrow anything from China to build or maintain this road or any other infrastructure. China is a predatory lender, and we will repent at leisure if we accept their BRI conditions. |
| 2275 | Individual | No, I do not support the tolling of any new roads. | We pay enough tax through petrol ect to fund this ten time over. The govt needs to stop wasting money on covid and overpaid ministers and give back to the people. |
| 2276 | Individual | No, not for this new road. | This project has been a big thing for many people here for many years, it's been delayed, year after year, it should have been finished already and it's never been suggested to be tolled. It's simply ridiculous! |
| 2277 | Individual | Yes, but I suggest some changes. | I think the toll cost is too high. We have waited a long time for this and the Government should shoulder more of the maintenance cost. |
| 2278 | Individual | No, not for this new road. | The residential developments of Millwater and Milldale add increasing congestion at the Silverdale on/off ramps, which in turn affects those needing to travel along the Whangaparāoia peninsula. Therefore everyone has a need to lessen the traffic at the Silverdale junctions, and not just penalise the Whangaparāoia residents. |

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| 2279 | Individual | Yes, but I suggest some changes. | Motorbike should be free. From east coast bays highway to SH1 on ramp should be free. |
| 2280 | Individual | No, not for this new road. | Government and councils have allowed for the increase in development and have not prepared well for the increased infrastructure. Because of this development the current load on the existing road and the time it takes to travel to Whangaparāoa is ridiculous and I, as a resident, do not feel that I should be tolled twice, or even once. This should be paid for by the govt and the council. Perhaps if they stop wasting money on other unnecessary pet projects and ideas that never come to fruition they would be able to cover these costs. |
| 2281 | Individual | I am unsure. | This road is a must, currently only one road out which when closed creates a problem for all commuters |
| 2282 | Individual | No, not for this new road. | I am a Stillwater resident, this road will negatively impact the quality of life in the area as soon as construction begins and long after it's completed. Stillwater bears the brunt of construction noise and pollution, the noise pollution and pollution from the traffic and also the eye sore of a bridge that will be constructed right next to our town. Yet the residents are asked to pay a premium price to use a service that barely benefits them. Extra traffic from the coast will use spur road which it is not fit for. Stillwater only has one road in and if that is blocked, residents will be forced to use the toll road at great expense. There is no public transport running from Stillwater so that isn't an option. I believe it's obscene to ask such a small population that will be affected so much to pay such a hefty toll when it is common knowledge the real reason for Penlink is to ease congestion in Silverdale for the benefits of development out those ways. Stillwater is such a serene quiet place and the residents love that about it. I really feel saddened that soon that will be tarnished by the constant drone of traffic. I recommend coming out here early morning and listening to the birdsong, then you will get an idea of the price we are paying for Penlink. |
| 2283 | Individual | No, I do not support the tolling of any new roads. | I read an article about cost of creating tolling and it's ongoing cost versus revenue. It is a poor alternative. I also think with other petrol taxes for Aucklanders and proposed tax in central city that users of penlink are unfairly treated. The Southern motorway has had major maintenance and widening but no toll, this is not different. |
| 2284 | Individual | Yes, but I suggest some changes. | One Toll Fee only at all times. Toll would be cheaper for users travelling from wgp to help address congestion at Silverdale, which is the main objective |
| 2285 | Individual | No, not for this new road. | Tolling was initially considered to go towards funding of this new road however this project now has Government funding allocated. We already pay a fuel tax that should cover the maintenance cost. No other new road is being tolled for future maintenance. A two lane road is now not sufficient to cope with the growth of the Whangaparāoa peninsula population which requires this to be a 4 lane highway. This is clearly designed to deter people from using the road. As the council is considering a congestion charge introduced in the city tolling of this new road plus a congestion charge as well as the regional fuel tax is very unfair. Why should Whangaparāoa residents have to pay a toll as well which is also extremely high. |
| 2286 | Individual | No, not for this new road. | I have considered the need for the expenditure on this link. If it had been dual carriageway and got us onto the Motorway further down it may have been worth it. It is too little too late. With all the building being allowed in the area it will become a bottleneck to add to the other bottlenecks. Think again and try to increase the work at home figures to keep people off the roads. |
| 2287 | Individual | Yes, but I suggest some changes. | I agree with all of it in principle, however the price from Stillwater to Whangaparāoa Road is a bit steep considering the distance and I think it should be \$2 in peak times which means the local community would use it more to access services in Whangaparāoa. |
| 2288 | Individual | Yes, but I suggest some changes. | This highway needs to be two lanes in either direction. Fix price of tolls accordingly.. |
| 2289 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The tolling makes sense to pay for the upkeep of the road, and help encourage people to drive only when needed. Reducing the traffic will also ensure that any buses on the same road will be fast and reliable. |
| 2290 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because anything that reduces the amount of traffic has to be a benefit to everyone. |
| 2291 | Individual | Yes, but I suggest some changes. | I wonder at the expense of 3 tolls on such a short road. To connect to East Coast Bays should not be tolled at all as all other main roads have free access to motorways e.g. West Auckland Lincoln and Hobsonville Rds. Maybe just have 1 toll booth reasonably priced to use the road to before the bridge as SH1 is before the tunnels |
| 2292 | Individual | No, not for this new road. | Aucklanders are being charged an extra 10c/litre in petrol taxes - lets use these funds for Penlink |
| 2293 | Individual | No, not for this new road. | In 2020 the Govt said they would fully fund it |
| 2294 | Individual | No, I do not support the tolling of any new roads. | We pay enough now as motorists |
| 2295 | Individual | No, not for this new road. | The proposed rates a ridiculously high! \$8 return per day for those in Whangaparāoa - not feasible at all. And not comparable to other toll roads NZ wide. |
| 2296 | Individual | No, not for this new road. | there is no tolls being implemented for Transmission Gully, it seems that only Auckland (north) and Bay of Plenty are charged tolls, this represents a unbalanced & unfair implementation of road tolls by Waka Kotahi |
| 2297 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support tolling on this route, if it helps in the long term planning to make it a 4 lane route inc. bus lane. The history of the harbour bridge 8 lane /4 lane decision looms. |
| 2298 | Individual | No, not for this new road. | I understand that costs need to be recouped some how, but these residents have waited long enough for a second route option to be offered, living costs are already high and some will not be able to justify the daily toll fees. The Silverdale route is already busy enough at peak times. |
| 2299 | Individual | No, not for this new road. | It seems every new road that is built up this way is tolled. We pay our taxes too! Why should new roads south of here always be free to use and ours tolled? |
| 2300 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It gives everyone the opportunity to decide whether they want to use that route, or the longer way round. Obviously Penlink is going to be quicker, and in the long run, save on petrol and travel time. |
| 2301 | Individual | No, not for this new road. | This should have been included as part of the infrastructure costs and considerations when approving all the building that has been taking place in Whangaparāoa peninsula over the past 10 years. |
| 2302 | Individual | Yes, but I suggest some changes. | I accept that tolling is a way to pay for ongoing maintenance, but the rates proposed seem exorbitant when compared to Johnson Hill tunnels, taking into account the limited potential travel time saved, and the recent announcement that our rates are increasing by 40% (over 10 years) which includes \$12.6b for transport. |
| 2303 | Individual | No, not for this new road. | A one lane road each way is useless. From Whangaparāoa Rd entry why pay a toll to be stuck behind a slow heavy truck with no passing lane climbing the hill. I do not wish to use a road that is less safe if no toll is charged as stated in Waka Kotahi info delivered to my letter box. Also in same info I wish to have a reliable journey irrespective of paying a toll and my emissions will not lessen if I pay a toll as said will happen in the same info sheet. How Penlink with a toll will make freight move faster is beyond me on a one lane road. This same info sheet says my journey will be faster with a toll - not sure how. Penlink, if 4 lanes, could make my journey faster, safer and reliable with or without a toll. Very wrong for Whangaparāoa residents to be tolled when it is the new Millbrook and Millwater subdivisions clogging Silverdale and they have no toll roads. Wellington has no toll roads, why toll us when we have already got the Johnston hill tunnel toll road near by. Toll Transmission Gully with multiple Toll points, you will get far more money. Waka Kotahi should be ashamed of itself to suggest 3 toll points, neither East Coast Road nor Duck Creek Road are safe for more traffic. Doing this is asking for accidents suggesting people can exit where they want to pay only the toll they want. Auckland, which includes Whangaparāoa, has a Council Transport levy, access this money instead of asking us to pay more. Wellington has no levy and gets all the free roading. I am totally disgusted that you would want to charge more to us locals who for many are on fixed incomes. I pay income tax and petrol tax that should be used for the upkeep of Penlink and not be spent on other transport forms. Use the money we pay for roading in NZ for the roads. |
| 2304 | Individual | No, I do not support the tolling of any new roads. | we are already paying 10cent litre loading on fuel that was meant for roading ?? |

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| 2305 | Individual | No, not for this new road. | 1. Are funds not already allocated for this project? Why toll it? Where will those funds go? 2. Why do I pay rates and taxes? |
| 2306 | Individual | No, not for this new road. | There are a number of new roads going ahead at the moment yet Penlink is the only one with a proposed toll. Also the regional fuel tax should more than cover the ongoing costs. |
| 2307 | Individual | No, I do not support the tolling of any new roads. | Road users already pay vehicle tax, registration fees, road user charges, excise duty of fuel, regional fuel tax, GST etc etc. Spend these tax revenues properly. |
| 2308 | Individual | No, I do not support the tolling of any new roads. | \$8 for a return trip? The amount of people that will use penlink 5 days a week to go to work, school etc, are expected to pay \$45 a week? Then pay petrol on top of that? What a joke. No thanks. |
| 2309 | Individual | No, not for this new road. | This is a standard nz highway that is very late in delivery anyway, why should one road be tolled while most others are not |
| 2310 | Individual | No, not for this new road. | It was not going to be tolled originally and we pay enough in Auckland extra as Road taxes and petrol taxes |
| 2311 | Individual | No, not for this new road. | |
| 2312 | Individual | Yes, but I suggest some changes. | I believe the toll is too high considering it is not only benefiting the people who are using it but also the people who use other roads that will be less congested because of it. Also there are many other similar projects around NZ that don't have tolls in place. |
| 2313 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2314 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2315 | Individual | No, not for this new road. | The main purpose of the Penlink is to reduce time delays and carbon dioxide emissions by shortening time on the roads as well as increase safety. The main users will be people living out on the Peninsula. If they are constantly charge on every trip this is going to hurt them mostly in the pocket and become unaffordable and may even revert back to traveling the long way. That isn't progress. |
| 2316 | Individual | Yes, but I suggest some changes. | I believe there should be a user pays charge but not at \$4 each way, should be half that and there should also be an end date to the tolls, perhaps if road was 2 lanes each way maybe. Also are cyclists and walkers paying toll? they should be. |
| 2317 | Individual | No, I do not support the tolling of any new roads. | I don't think it's fair for residents of the Hibiscus Coast to pay extra to get to where they live. We are not responsible for all the new developments that has increased the amount of traffic ten fold and increased the need for the penlink project to go ahead. The park and ride is not sufficient for working mothers who have to do day care drop offs as there are no longer any spaces left so public transport is not an option either for many of us. We already pay all our rates that includes roads. |
| 2318 | Individual | No, not for this new road. | In 2020 the Government said Penlink was fully funded. We already pay for roads through the Regional Fuel Tax. |
| 2319 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2320 | Individual | No, not for this new road. | |
| 2321 | Individual | No, not for this new road. | In 2020 the Government said Penlink was fully funded. And we contribute already to roads through the Regional Fuel Tax. |
| 2322 | Individual | No, not for this new road. | I am a resident of Stillwater and Penlink, being primarily for Whangaparāoa residents, would be of little or no benefit to Stillwater and yet we would still be charged the tolls |
| 2323 | Individual | No, not for this new road. | The proposed toll is way too high. Penlink will also help other commuters through Silverdale yet they will pay nothing. |
| 2324 | Individual | No, not for this new road. | We are local and the amount of traffic has grown due to infrastructure. You should be up grading the roads accordingly. |
| 2325 | Individual | No, not for this new road. | I don't think 2 lane roads should be tolled. Paying a toll for a road that is likely to be congested within years of opening would be incredibly frustrating. |
| 2326 | Individual | No, I do not support the tolling of any new roads. | We already pay for them with petrol tax & car registration. |
| 2327 | Individual | No, not for this new road. | The idea of a pedestrian and cycle bridge over the Auckland harbour did not have tolls, so why should this 2 lane 🚗 road be any different |
| 2328 | Individual | No, not for this new road. | Whangaparāoa only has one exit Road population on the peninsula needs more |
| 2329 | Individual | Yes, but I suggest some changes. | I think for peak traffic having to pay \$4.00 each way is far to much. I would accept \$2.00 each way, \$4.00 all up from state highway 1 to Whangaparāoa Road and back. |
| 2330 | Individual | I am unsure. | Why this particular road? There has been massive Motorway construction in the Christchurch area, and none of that is tolled. |
| 2331 | Individual | No, not for this new road. | Because it is the main road for a lot of people to commute in and out of work. With the increase in fuel prices and then toll fees everyday it makes its very expensive just to get to and from work |
| 2332 | Individual | No, I do not support the tolling of any new roads. | We pay fuel for so long this should be free |
| 2333 | Individual | No, not for this new road. | We pay enough in taxes on fuel, registration, regional fuel tax. This is just another tax. If it is not free it will not be used by everyone and therefore not reduce the congestion on Whangaparāoa Road or SH1 at Silverdale. |
| 2334 | Individual | No, I do not support the tolling of any new roads. | |
| 2335 | Individual | No, not for this new road. | For people living in Whangaparāoa and using the Penlink for everyday commute to and fro work, any toll would be a more expensive solution than using the existing roads. On the other hand, if using the existing road infrastructure as the main commute, the carbon footprint would be higher than if using Penlink. The point is that Penlink should be considered as a Government investment in greener and more carbon friendly transport solution than existing. |
| 2336 | Individual | No, not for this new road. | Whangaparāoa residents would be paying for a route that reduces pressure in Silverdale and for all the development in Milldale. If the government is approving development of housing on Hibiscus Coast it should fully fund the bridge and make it a free road. If in the future city commuters were compared for entering the city, they would be paying two charges to get to the city. When the bridge is built, if families cannot afford to use it, they will need to use the Silverdale on ramp, which will mean you have not achieved the goal of reducing congestion there. |
| 2337 | Individual | No, not for this new road. | We're already paying a local fuel levy for roading, RUC etc. ongoing tools and levy's are unacceptable. |
| 2338 | Individual | Yes, but I suggest some changes. | I would be happier and more likely to use Penlink if it had 4 lanes plus a walk/cycle track |
| 2339 | Individual | No, not for this new road. | Penlink being tolled feels like punishment for infrastructure that is desperately needed. The construction of this road is already overdue with the increasing population + development of the HBC area, it is NOT surplus to requirements and therefore should not be tolled. |
| 2340 | Individual | No, I do not support the tolling of any new roads. | Government continues to spend more than it receives and does not spend money on the areas preferred by kiwis. We have already paid massive amounts of money due to government inefficiency we have received little for it. I make it a point not to use toll roads as do many people I know. As a side issue I completely disagree with the government rebranding with te reo names. The majority don't want money wasted on this but a minority is doing it without any mandate from the people of NZ. |

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| 2341 | Individual | Yes, but I suggest some changes. | There should be only one toll at the end or beginning of the Penlink |
| 2342 | Individual | No, not for this new road. | It should not be tolled as it doesn't have much benefit to the coast other than an alternative route to the main motorway |
| 2343 | Individual | No, not for this new road. | I don't think people should have to pay the toll charge. We pay high petrol costs and our taxes. Day to day living costs are terribly expensive and going to get worse with inflation! It's just mean! |
| 2344 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Suggest variable tolling to manage demand. I chose the tolling option because the ferry is tolled, and I don't think Penlink should undercut this service. Moreover, the project has a high cost compared to benefits and those who benefit most should help pay for the significant benefit they will experience. |
| 2345 | Individual | No, not for this new road. | no tolling on this project as the benefits accrue to more than just the Whangaparāoia residents. |
| 2346 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Like the idea of x3 lane bridge with peak hour traffic using x2 lanes in and out of the area, similar to what is already in place on Whangaparāoia. Like the different tolling options suggested |
| 2347 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Makes sense for user pays |
| 2348 | Individual | No, not for this new road. | Auckland Council through AT have collected petrol tax from motorists for a number of years. We were told that part of that would be used for Penlink construction but now the government is paying for that. So the petrol tax collected would pay for the on-going maintenance for a number of years. |
| 2349 | Individual | No, not for this new road. | encourage traffic NOT to use Whangaparāoia Rd to connect to Silverdale motorway On ramp. |
| 2350 | Individual | No, not for this new road. | The area has exploded with new residents and the supporting infrastructure has not met the demand and more importantly additional funds it brings into local and central govt. The bridge is also a bare minimum solution, this needs to be dual lane both ways - stop being short sighted |
| 2351 | Individual | No, not for this new road. | It's a normal road, it does not need tolling |
| 2352 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As I see it the only way we can get roads built is to have tolls. This is particularly the case in other countries |
| 2353 | Individual | No, not for this new road. | This project has been more than 25 years in the making. Originally it was under the Rodney District, then when it changed to the Auckland Super city it was mucked around with and further delayed. Now it has been taken over by the Govt and NZTA. Cost for construction over that time has escalated with the delays through bureaucracy to and fro-ing and it has been downgrade from a 4 lane highway down to 2. Building for 2 lanes is not going to take into account future expansion and only result in another road with congestion. On going maintenance cost sources should be the same as any other road or highway in NZ which mainly comes from the taxes that we pay in our fuel and Road user charges. The advantage that this highway is to provide is shorter and less congested travel times for residents on the coast to Auckland's North-shore and city. That surely provides better productivity and less emissions. It also provides another access onto and off the coast in the event that the main Whangaparāoia Road is blocked which has happened from time to time. If the highway was to have been 4 lanes then I would have supported some Toll to help towards the cost of construction. |
| 2354 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If we need to toll the road to get it build, then I agree to do this. |
| 2355 | Individual | No, not for this new road. | Proposed road is only 2 lane, not 4 lane. This road should be publicly funded. Auckland is already paying a surcharge in fuel tax. The aim is to relieve congestion and if a toll is introduced, many people won't use the new road. So this defeats the purpose of building it. |
| 2356 | Individual | I am unsure. | I am unsure about tolling. From your map it looks like there are 3 tolling points. Does this mean there will be 3 charges? I definitely DON'T agree to that. One charge may be ok like SH1 before the Puhoi tunnel. I live at Manly but would use the Penlink regularly to go to Auckland sometimes three or four times a week. Would there be concession tickets available for regular users? And of course it depends on the charges. |
| 2357 | Individual | No, not for this new road. | Penlink has been at planning stage for about 20 years. It has always been dropped due to funding problems. Affordable housing has increased the population. The road needs to be a natural addition to new subdivisions, without additional charges. Silverdale and Whangaparāoia roads cannot cope. |
| 2358 | Individual | Yes, but I suggest some changes. | I have concerns about how much of the toll payment will go directly to paying for the road and what proportion will be skimmed off for "administration". I've heard suggestions that the tunnel at Waiwera has 66%-75% of the toll paid going to those collecting the toll, which is beyond excessive. |
| 2359 | Individual | Yes, but I suggest some changes. | The road needs to be tolled so that it can pay for itself eventually. However, we need to know that eventually it will become part of the national road system and tolls will be dropped. |
| 2360 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We suggest a x3 lane bridge (similar to Whangaparāoia Road) where x2 lanes used each day at peak times in and out of the peninsula. Variable tolling for peak and non-peak we support |
| 2361 | Individual | No, not for this new road. | There isn't even a draft design so it is hard to know exactly what the toll is paying for. How many people would be walking or cycling an 80kph road? Will the walking cycling tracks be totally separated from the road traffic? The space used for these tracks could be used to add in extra road lanes and converted into walking/cycleways in future since you indicate there is no existing direct link to other tracks yet for walkers/cyclists anyway and are simply planning for future mode-shift. When the mode-shift occurs then you can do the conversion but the reality is no mode-shift is going to happen yet. Have you surveyed how many will genuinely use Penlink for walking? As there is no draft plan, there is no way to even gauge the usefulness of these walking/cycle ways. There is currently only 1 exit in and out of Whangaparāoia. I live at the end of the peninsula so it is already a long drive just to exit Whangaparāoia and sometimes hazardous with the congested roads and parked cars on the narrower roads making it like Russian roulette, especially at peak times. Traffic builds up from 4am as commuters try to beat the congestion or get parking at the inadequate park and ride carparks. There is a lot of infilling with residential developments all across Whangaparāoia so road traffic is only going to get worse. A toll road should be completely free flowing with no bottlenecks and with Penlink it needs to be 4 lanes to be of any long term benefit to road congestion especially if it's a toll road. Most people will opt to continue using the free road. You state (in the Hibiscus matters article, 24/1/22) that the benefit of tolling is to reduce congestion on the new road. This sounds like an admission that you know the new road will not be fit for purpose. If a congestion charge is added that is just penalizing residents of Whangaparāoia even further. The toll road may benefit some Whangaparāoia residents who can afford a regular payment, but it also benefits other users of the Northern Motorway, from Orewa, Milldale and beyond. However only Whangaparāoia residents are being asked to pay for this benefit. If you genuinely want to reduce road usage there is a lot that can be done to improve public transport. Eg the Gulf Harbour ferry service is often cancelled due to mechanical issues and the alternative bus has less capacity and is sometimes a lot slower than the regular bus or it turns up late. The connecting AT bus should coordinate with the ferry arrival times. I've seen the bus depart when passengers are still coming off the ferry or the ferry hasn't even pulled up yet. It is labeled as a "ferry" route so should be timed flexibly to match the ferry times. It also runs at frustrating times during the day and there is no weekend service. The 982 bus sometimes ends at Manly and sometimes goes through to Army Bay. So it's either a very long walk or a very long wait for another bus that actually goes right through. The 983 bus does a convoluted route and takes at least double the time of driving for those who live at Army Bay/Gulf Harbour. There should be an express bus that just does Whangaparāoia Road in peak hour. That would get more people on the bus and less cars on the road at these times. |
| 2362 | Individual | Yes, but I suggest some changes. | For those wanting to use Penlink to connect to SH1 to get to work \$4 each way 5 days a week = \$40 a week is quite expensive |

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| 2363 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just build it! Needs infrastructure for all the new houses! |
| 2364 | Individual | I am unsure. | I think that the majority of users will be from Stanmore bay.\$4 each way is draconian and will be a deterrent. There should be no heavy traffic using the link and \$2 each way for any user at any stage would be more reasonable. |
| 2365 | Individual | I am unsure. | 1. Retirees are on a fixed income. Our spending dollar has been rapidly eroded by inflation [such as rocketing food prices], reduced interest rates from investments, and Jacinda's petrol tax). Another addition to the cost of living may preclude use of Penlink. 2. The proposed multiple toll points will NOT deliver equitable tolling. Your pamphlet does NOT make sense. Your map shows 3 toll points & 5 local connections. If a vehicle travelling from Auckland to Stillwater exits Highway 1 and is tolled at the Penlink entry, and then exits Penlink at either of the next 2 local connections, the toll debit will NOT be cancelled! If a Stillwater resident enters Penlink at Duck Creek Road and drives to his doctor on Whangaparāoa Road, then goes to Bunnings at Silverdale, and returns home via Duck Creek Road, he will also have an uncanceled toll debt! |
| 2366 | Individual | Yes, but I suggest some changes. | With the expansion and congestion on Whangaparāoa Road, a two lane road will be insufficient by the time its built to service the population and housing growth. I would agree to tolling if a four lane road is built. Your proposal states that this toll would be for maintenance and upkeep but we already pay taxes for new and existing roading in the petrol tax as well as a further tax in Auckland for road upkeep etc. |
| 2367 | Individual | No, not for this new road. | |
| 2368 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This will ease the tremendous load on the Silverdale interchange during peaks hours. I do wonder about the impact of traffic at the Penlink connection to SH1. |
| 2369 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | its fair to charge to cover costs for this new link |
| 2370 | Individual | Yes, but I suggest some changes. | If the road was to be four lanes plus cycle/walk lanes it would warrant a toll but thats not the case. Also this consultation survey is inadequate - you just ask in effect whether people will accept paying the toll - like asking if they support increased taxes. And the brochure delivered to our mailbox suggests the benefits of Penlink will only be delivered if the road is tolled - which is not true. The benefits have been obvious for at least 2 decades and are increased if the road is four lanes |
| 2371 | Individual | Yes, but I suggest some changes. | SUPPORT FOR TOLLING WOULD BE GIVEN ONLY IF THE HIGHWAY LINK WAS 4 LANES |
| 2372 | Individual | Yes, but I suggest some changes. | Tolling gives the Penlink greater certainty, but it should be designed as two lanes each way both to allow for increased population in the Whangaparāoa, Stillwater, Future Urban Zone and Weiti Precinct and as there is no alternative route in the event of a crash on the road. |
| 2373 | Individual | I am unsure. | Think the peak time toll is ok at \$4 but the off peak should be \$2 not \$3 |
| 2374 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | My parents retired to the area in 1968 and this was the topic of conversation THEN! Half a century laterit's still not built. The road congestion at Silverdale is a nightmare and going to get significantly worse. |
| 2375 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2376 | Individual | No, not for this new road. | The 10c Auckland road tax should be used for this project. The proposed design is not fit for purpose. For this road to be meaningful it needs to be a minimum 4 lanes plus additional dedicated bus lanes. The current proposal is undersized currently and will not alleviate the public transport or vehicle traffic bottleneck through Silverdale which will only continue to get worse with the approved and future development in the area. |
| 2377 | Individual | Yes, but I suggest some changes. | SH1 to East coast Road should be free. |
| 2378 | Individual | No, not for this new road. | This should not be a toll road. I live very close to where the Penlink will be but if it is a toll I will not use it. I work in Albany and my husband works in Devonport. a \$4 commute both ways for the 2 of us is expensive. Most other new infrastructure roads in NZ are free. Why are we penalised! Fuel is about to hit \$3.00 a litre, a toll road on top of this, it is insane. We pay taxes and it should cover this. |
| 2379 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think the variable tolling maybe a little confusing but having the three toll points is a good idea |
| 2380 | Individual | No, not for this new road. | We pay enough extra for petrol |
| 2381 | Individual | No, I do not support the tolling of any new roads. | Because it creates disruption to traffic, inconvenience and we already pay through taxes so Govt should pay |
| 2382 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's a very expensive road, people choosing to live in this area and travel away have made a personal choice. It's fair that they pay extra for this additional capacity and convenience |
| 2383 | Individual | No, not for this new road. | Tolling is appropriate for a 4-lane road, not 2 lanes. The tolls should be used to cover the cost of building 4 lanes and the maintenance and operations costs should come out of the extra 10c per litre petrol taxes that Aucklanders are already paying. |
| 2384 | Individual | No, not for this new road. | Auckland's fuel tax and rates should pay for this. |
| 2385 | Individual | No, I do not support the tolling of any new roads. | Because we already pay huge amounts of money to government in petrol tax which should easily cover the cost. As usual we are only being offered half a road (2 lanes instead of 4) instead of the full infrastructure update we should be getting with the huge growth in the area. |
| 2386 | Individual | No, not for this new road. | Too costly for people using it each day |
| 2387 | Individual | No, not for this new road. | For many years we have had a Targeted transport rate within our rates. Also Auckland pays an Extra Fuel Tax Goff instigated. This fact alone means there should be no toll for this road, let alone the fact we pay a lot in fuel taxes already. I totally disagree with paying a Toll. And would you be tolling cyclists and pedestrians ? I doubt it |
| 2388 | Individual | Yes, but I suggest some changes. | Tolling is going to be the only way this road is EVER built. However the toll should not be higher at peak times. |
| 2389 | Individual | No, I do not support the tolling of any new roads. | our fuel tax is adequate to pay for roads |
| 2390 | Individual | No, not for this new road. | Why people on the North shore keep getting hit with these tolls. Why are you not tolling Transmission Gully, the Rolleston to Christchurch motorway, the Hamilton Expressway to name a few. You state in your leaflet the tolls are for future maintenance, Transmission Gully is the most expensive highway to be built in NZ and the future cost to maintain this road are estimated to cost in the millions, yet no toll !! The Motorway from Rolleston to Christchurch cost 600 million to build, no toll, don't the residents there think it would a good idea to \$8 per 7km for a trip into Christchurch given it is 20km trip one way. Come on be fair about this. The Government recieves 77c per ltr from fuel and the Auckland Council 5c per ltr for just these projects so why do we have to pay these tolls. There are 44 million vehicles in NZ that adds up to an awful amount of money that could easily fund this motorway without tolls. |
| 2391 | Individual | No, not for this new road. | In the Rodney area we already have tolling going North through the Johnson tunnels. Puhoi to Warkworth are we to be tolled for this also? |
| 2392 | Individual | No, I do not support the tolling of any new roads. | 1. The short cut will reduce carbon emissions. Be consistent. This alone justifies the project. 2. The fuel saving (use of foreign reserves) pays for the road I believe on modelling. 3. The freeing up on comuters of an hour a day is massive to the economy and the investment in families. |

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| 2393 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it's not tolled it just won't happen. |
| 2394 | Individual | No, I do not support the tolling of any new roads. | Because Aucklanders already pay an additional 10 cents per litre of fuel to cover roading costs. |
| 2395 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It has always been planned and supported by locals and local politicians as a toll road and presumably the business case that was used to get this project underway included tolls. |
| 2396 | Individual | No, not for this new road. | The Hibiscus Coast Ratepayers have paid significantly already with the Land Purchases, Reports and Consents done by Rodney District Council & Auckland Council. Other roads are not tolled in similar situations. |
| 2397 | Individual | No, not for this new road. | If Penlink is tolled, why is the Waikato Expressway free, why is the Kapiti Coast Expressway free, why is the South Western Motorway in Auckland free? Why is it Aucklanders who live in the North Shore or Rodney areas - who work their asses off, pay their taxes and get hit with a fuel surcharge are now expected to pay for a road which helps the economy grow by getting workers to their jobs!! |
| 2398 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | TOLLS ARE THE WAY TO ENSURE FINANCE |
| 2399 | Individual | No, not for this new road. | Penlink will benefit all in the Rodney district, why must only residents on the Peninsula pay for this road just because they travel on it. |
| 2400 | Individual | No, not for this new road. | This is a new form of tolling. All other tolls have a specific debt and a specific timeframe. This is a toll that will be ever increasing and go on for ever. There are no boundaries or limits for it's use. Road user charges and fuel taxes should cover maintenance. This is new policy, and should not be considered. Penlink is required infrastructure for developments that will make existing roads ineffective without it. Endless tolling just for maintenance and administration is another form of tax. Soon roads anywhere will be tolled for anything. |
| 2401 | Individual | No, not for this new road. | Inequitable to toll yet another road in northern Auckland, when other new roads in north island have not been tolled. |
| 2402 | Individual | No, not for this new road. | I think people who are locals should be taxed at a lower rate |
| 2403 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This new road is to satisfy the needs of a few people only, User Pays. Over 99% of people in NZ will never use this road - therefore those that are vocal and demanding this new road should be charged for its use and upkeep. |
| 2404 | Individual | No, not for this new road. | as stated on the web site this is a VITAL piece of roading. We already pay road tax in every litre of fuel, tolling is then a double tax. We have also been hit with the Auck council 10centper litre tax. ENOUGH. |
| 2405 | Individual | No, not for this new road. | This new road is to help with traffic congestion. There is one way in and one way out in both Stillwater and Whangaparāoa and this will alleviate the stress and flow of traffic as there will be 2 routes to choose from. This means less traffic, less accidents in these specific areas. This should be a fully government funded project as it is the government who is allowing the building of more houses and putting more people into an already highly populated area with one access in and out. |
| 2406 | Individual | No, I do not support the tolling of any new roads. | I live in Stillwater and the impact of both building and then tolling us is expensive for Stillwater residents to benefit Whangaparāoa and Millwater residents with congestion and they pay nothing..this tolling has us trapped in our own community and that's unfair |
| 2407 | Individual | No, not for this new road. | This is part of an overdue state highway extension and should be part of the NZTA budget - god knows we pay enough in petrol tax which is currently one of the highest world prices per litre in the world. |
| 2408 | Individual | No, I do not support the tolling of any new roads. | Auckland already has increased petrol tax which is supposed to be put aside for this type of infrastructure. Stop the taxes and tolls and build the infrastructure needed to support one of the biggest cities that needs it with the growing population in this area |
| 2409 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's a big project and services those who live in Stillwater or on the peninsula. |
| 2410 | Individual | Yes, but I suggest some changes. | The toll needs to be one flat fee - regardless of distance traveled on the road. One simple fee for all users, irrespective of usage time or distance. |
| 2411 | Individual | No, not for this new road. | I believe Auckland has already been hit with an extra fuel tax which we were told was to cover roading costs in the Auckland region. North Aucklanders already pay tolls on the Puhoi stretch of the motorway and will be paying tolls on the new Warkworth motorway. Tolls were not implemented for the Waterview tunnel. Penlink is an essential part of north Aucklands roading system. I am also particularly opposed to the variable toll which seems to be set up to discourage people from using the link when it's needed most, ie when Whangaparāoa Road is more likely to be congested. |
| 2412 | Individual | No, not for this new road. | Others aren't tolled so why this one. Labour Government are hopeless no one has any faith in them, |
| 2413 | Individual | Yes, but I suggest some changes. | It is unclear if the proposal is to make it more expensive in rush hour or cheaper to encourage use? I presume the later as the concept of the road is to ease congestion in the areas around penlight I and allow people to get to/from work easier reducing travel times. There is so much construction underway in the area that demand and traffic will continue to get worse. It is really important this road is built ASAP and if tolling will help spread it up then that should be done. |
| 2414 | Individual | Yes, but I suggest some changes. | Stillwater residents were originally promised toll free access, now it seems they will be tolled. Considering the sacrifices the residents have to make to have this bridge through the community, i think it's a bit rough. |
| 2415 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Across NZ our main/major roads/highways do not match such roads in most developed countries. All State Highway designations in NZ apart from multi-lane divided carriageways should be re-designated as main roads. By tolling we add revenue for the inevitable maintenance costs for all time, thereby making a stronger case for central Government's funding of capital costs of roading. |
| 2416 | Individual | No, not for this new road. | I think it should have a toll for coming in to the peninsula but no toll for leaving |
| 2417 | Individual | No, not for this new road. | I'm concerned that people will clog up duck creek when coming off the new road because they'll use it as a short cut instead of paying the toll twice to get off at SH1 |
| 2418 | Individual | Yes, but I suggest some changes. | the charges are too high for peak/off peak |
| 2419 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink is a vital new road connection that should have been built years ago. |
| 2420 | Individual | No, I do not support the tolling of any new roads. | All of Auckland pays a higher price for fuel that goes towards our roads. I don't think it is then fair to charge a toll. No I don't live in Whangaparāoa, so this is an unbiased opinion. |
| 2421 | Individual | No, not for this new road. | We moved from Whangaparāoa as we waited for 16 years - yes sixteen years for this road to be built |
| 2422 | Individual | No, I do not support the tolling of any new roads. | This is what we pay tax for |
| 2423 | Individual | Yes, but I suggest some changes. | Best way to pay for it |
| 2424 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | make sense to bring forward progression of building and having funding to keep it maintained, similar to roads in Bay of Plenty. overseas toll roads move traffic better |
| 2425 | Individual | No, I do not support the tolling of any new roads. | People have been waiting 40 years for this road Why should this have a toll when Auckland to Hamilton has no tolls |

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| 2426 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2427 | Individual | No, I do not support the tolling of any new roads. | We pay tax for roading and Auckland has an additional 10cents per litre added to fuel just for roading. The council needs to manage these funds better |
| 2428 | Individual | Yes, but I suggest some changes. | The difference of \$1 between peak and off-peak charge is probably insufficient to drive behaviour change. Increase peak charges appropriately. |
| 2429 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Users should pay going forward, why should rest of country tax payer pay for something they don't use. |
| 2430 | Individual | No, not for this new road. | Whilst I support the general principle of tolling busy roads to reduce the flow during rush hour, there is no reason to toll this particular road ahead of many more in the Auckland area |
| 2431 | Individual | No, I do not support the tolling of any new roads. | This is what our extravagant taxes should be used for. |
| 2432 | Individual | No, I do not support the tolling of any new roads. | |
| 2433 | Individual | No, not for this new road. | Most people in this area commute to Auckland for work. If you're going to toll this road, please toll ALL arterial traffic routes for commuters. |
| 2434 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | There are only 3 toll roads in NZ and 2 of these are at Tauranga. All new bypass roads should be tolled including the Auckland Tunnel and Transmission Gully. |
| 2435 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I strongly support tolling to build new roads particularly with declining revenue from fuel sales. |
| 2436 | Individual | No, not for this new road. | Our rates we pay includes infrastructure. It seems like these things are never considered ahead of time even at the rate we are growing. And then we have to pay for it. It's not fair as it's mostly going to be used by us who live this side. We already pay so much for public transport as we work and study in the city so travel there from Albany. So in addition to parking at Albany bus station from 8am (no more free parks) and paying at least \$10a day on the bus, we will need to pay another amount ever day for a toll road. It's not right. Life is already so expensive. |
| 2437 | Individual | No, I do not support the tolling of any new roads. | Because billions are raised in taxes to pay for roads. Further once the tolls have been paid for the road, the government will continue tolling to use it as a money grab. |
| 2438 | Individual | No, not for this new road. | if the bridge is built with the capability to accommodate four lanes of traffic in the future it would be worth paying a toll for but not a two lane bridge |
| 2439 | Individual | No, not for this new road. | tax paying for it, why pay to use it? \$4 per vehicle for peak hour - times 2 vehicles that's \$16 a day - over \$4,000.00 is ridiculous! |
| 2440 | Individual | No, I do not support the tolling of any new roads. | If previous Governments over many years had kept up with building roads over the years, and maintaining them, we would NOT be in this sort of mess that is costing us tax payers millions of dollars a year. Penlink was going to be built when the area was Rodney District Council and we all have been messed around over its build.. |
| 2441 | Individual | No, not for this new road. | when compared to all other MW projects, why are these not tolled? Just does not appear fair and equitable |
| 2442 | Individual | No, I do not support the tolling of any new roads. | |
| 2443 | Individual | No, not for this new road. | It's a 7km stretch of road that is becoming necessary for the continued growth of the area and as such should not be tolled especially at that absolutely ridiculous price |
| 2444 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I don't mind tolls. It works on the bypass to Puhoi. I trust you have researched this and decided on the best option. |
| 2445 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think tolling will help put public transport and driving on an equal footing and hopefully shift some towards catching the bus. Likewise, I think the off-peak fares are a good compromise to encourage people to plan around creating congestion; it also ensures people who travel when public transport options are limited aren't penalised too harshly for this. However, I think the difference between on and off-peak fees would need to be increased to really make people change their behaviour |
| 2446 | Individual | No, not for this new road. | It's too expensive for the difference in travel time. I would consider using it if it was half the cost but even then it would cost me over \$1200 per year and only save a few minutes per day on my journey to Albany from Whangaparāoa. |
| 2447 | Individual | No, I do not support the tolling of any new roads. | penlink would be an essential piece of infrastructure for people living on the Hibiscus Coast, given the large increase in people living in the area, especially with the major developments in Silverdale/Millwater flooding the Silverdale on-ramp and making it incredibly difficult and time consuming to access the motorway, even at non-peak times. Tolling Penlink would incur an added cost of approx \$8 a day for the people accessing it from Whangaparāoa road to get to work (ie during peak times), and this would make it an inaccessible/unfeasible option for the road users who need it most. |
| 2448 | Individual | No, not for this new road. | You're not being open, how will tolling produce better environmental outcomes? |
| 2449 | Individual | No, not for this new road. | I think introducing tolling is not a good idea and would limit the number of people who use Penlink, rather than encourage that alternative route. In addition, increasing the toll price for peak traffic completely negates the advantage of having an alternative route. Penlink is supposed to take pressure of the current route, but if only a few people take that alternative route due to high tolls, the relief will be negligible. Building such an expensive infrastructure project to try and relieve pressure of a main artery and then trying to limit the amount of users by higher toll fares seems contradictory. A better ferry service and more frequent public transport along with multi-storey car parks could be a less invasive and more cost effective option. |
| 2450 | Individual | No, not for this new road. | I believe the government should provide Whangaparāoa residents with more options for residents to access the northern motorway with no toll. |
| 2451 | Individual | No, not for this new road. | We already pay for roading & shouldn't have to pay more |
| 2452 | Individual | No, not for this new road. | Penlink is needed because of the growth around Silverdale, Millwater, Orewa. The cost should be put on new developments not the old homes on Whangaparāoa |
| 2453 | Individual | No, I do not support the tolling of any new roads. | We pay enough in taxes so shouldn't have to pay tolls. |
| 2454 | Individual | Yes, but I suggest some changes. | I feel the bridge is being built solely for the purpose of servicing the Whangaparāoa Peninsula therefore the toll should be for them, at the start of bridge and the off-ramp from either end, and not others from Stillwater or Okura or Redvale. |
| 2455 | Individual | Yes, but I suggest some changes. | I feel the bridge is being built solely for the purpose of servicing the Whangaparāoa Peninsula therefore the toll should be for them, at the start of bridge and the off-ramp from either end, and not others from Stillwater or Okura or Redvale. I agree with the toll due to significant cost however having the Penlink is NOT in MY interests. |
| 2456 | Individual | No, not for this new road. | Toll the harbour bridge \$1 a day for users. \$100,000s a day can be earned. This feels like a penalisation living on the coast. |
| 2457 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2458 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Needed to pay for maintenance |

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| 2459 | Individual | No, I do not support the tolling of any new roads. | |
| 2460 | Individual | I am unsure. | This road has been urgently needed for over ten years. Population has trebled over the last decade in the area, and government rates income has increased even more - and Penlink is an overdue answer to the traffic congestion growth has created and should be seen as essential investment rather than require a toll to justify. However I would pay a toll if required if that meant the project finally was implemented as road conditions to the Whangaparāoa peninsula are a daily nightmare. |
| 2461 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just get it done ASAP |
| 2462 | Individual | Yes, but I suggest some changes. | An increased toll during peak hours is nothing but a deterrent and is a bad idea |
| 2463 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This project has the capacity to increase emissions, and as such, the use of private vehicles should be discouraged and priced appropriately. That money should be directed to encourage active and public transport, in order to meet the climate emergency facing us and preserve good air quality. |
| 2464 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I don't support the project in general so if it goes ahead at least tolling will increase the cost of commuting by car and may make bus use more attractive - Assuming there is BRT being provided |
| 2465 | Individual | No, I do not support the tolling of any new roads. | Cindy's already bleeding us dry in Taxes, we pay everywhere. Only problem is, as this govt is a dictatorship it wouldn't matter if 5 million people said no, there's zero chance this govt would listen. |
| 2466 | Individual | Yes, but I suggest some changes. | I think the charge is too much. You want people to use it during peak times to ease congestion in Silverdale so the same amount during peak times as well as off peak. Spread the cost. |
| 2467 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The area needs the Penlink so this is the way to achieve it |
| 2468 | Individual | No, I do not support the tolling of any new roads. | Why do we pay excess fuel charges that the government want to improve road too? It's like there double dipping from the tax payer again. |
| 2469 | Individual | No, not for this new road. | We are already paying a petrol tax. And with all the new housing developments in the area that will use the Penlink the government should not charge a toll |
| 2470 | Individual | No, not for this new road. | I am already paying a Auckland regional petrol tax plus govt taxes ...this was supposed to support and fund roading. I would be more inclined to pay a toll if the road was going to be 4 lane or variable drive time three lane ..the current two lane option is a BIG mistake given the traffic volumes and growth of houses in the area. |
| 2471 | Individual | No, not for this new road. | As I understand it, no road toll in New Zealand prior to this has been earmarked for the maintenance of the road in question. I object in principle to the toll for this reason. I am not at all concerned about tolling roads to get them built, but as with every other roads in New Zealand, I expect their upkeep to be paid for out of the extensive road taxing we already employ nationwide. As the proposed road is well below the standard one would expect from a new NZTA/Waka Kotahi road (1 lane each way instead of 2 or more, and no future proofing other than a statement that you will just build a second bridge when you think it is necessary) it seems obvious the Government can not actually afford Penlink and that tolling is actually needed to pay for a proper road (two lanes each way and dedicated PT and active transport ways), the proposal should be rolled back to being as originally proposed prior to being taken over by central government, that was a tollway that meets existing needs and provides some opportunity for future growth. |
| 2472 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The proposal for variable tolling and multiple toll points seems a very fair solution. |
| 2473 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | An alternative route to serve the growing population of Whangaparāoa peninsula is essential. A free option will remain, and presumably in an emergency situation where the free road is impassable for a longer period of time, the tolling would be suspended until the free road access is reinstated. |
| 2474 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I would like to finally see Penlink completed. The toll charges seem fair for those who chose to use it. |
| 2475 | Individual | I am unsure. | I think it's fine in principle however for some people it may be an unwanted expense - could some people be made exempt? such as families whose children need to go that way for school or other activities, people who have to attend at north shore hospital, community service card holders? small business owners too.. - not the kind with heavy vehicles! |
| 2476 | Individual | Yes, but I suggest some changes. | I do not have any problem with the proposed tolling arrangement per se. I think however that the decision not to provide a park and ride facility in conjunction with the road's build is a serious mistake and extremely shortsighted. The Hibiscus Coast needs additional park and ride facilities NOW and one on 'the Armitage land' adjacent to the new Penlink road would be ideal. Many workers who live away from the main bus routes on the Peninsula will not be prepared to walk some distance from their homes to bus stops with inferior weather protection, endure a bus ride around local streets to Beverly Road, and then wait around there for another bus. - plus the reverse on their return (every day). I submit that Waka Kotahi and Auckland Transport need to review this decision. |
| 2477 | Individual | No, not for this new road. | This new road will provide benefits to all users of the Rodney area and subsequently reduce emissions via more efficient traffic flow. It is unfair for the Whangaparāoa residents to finance this overdue link. Public roads are already paid for via the NZ taxation system. |
| 2478 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2479 | Individual | No, not for this new road. | |
| 2480 | Individual | No, not for this new road. | |
| 2481 | Individual | No, not for this new road. | We do not agree to tolling this road as we already pay road user taxes, it's just adding more |
| 2482 | Individual | No, I do not support the tolling of any new roads. | We already pay for roading in many ways |
| 2483 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If we don't toll the new road it will be another decade or two before we get any construction started. |
| 2484 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe it is fair and reasonable however the option of having a dual carriage way should be considered rather than just 2 lanes. I'm concerned only 2 lanes will inhibit traffic flow and cause blockage/traffic jams should there be an accident |
| 2485 | Individual | No, not for this new road. | Auckland council has been allowing more and more building of residential properties on the Peninsula and gaining on ever more rates of these, without putting in the necessary infrastructure to support the increased traffic volumes (among other things that I will not list here). This increased traffic all goes along a single way in and off the peninsula and the ratepayers out here have been having to put up with the slow traffic that can become a crawl if there is an accident with no other route to take. So some of those increased rates returns can be used for Auckland council to maintain this new road that has been made necessary by the extra properties built. Do not rely on extracting more and more out of motorists and the residents of Whangaparāoa! |
| 2486 | Individual | No, not for this new road. | Motorists are already being taxed via road user charges. Additionally, Auckland motorists are taxed additionally with each litre of fuel purchased through the Regional Fuel Tax. |
| 2487 | Individual | Yes, but I suggest some changes. | A 4 lane road is preferable to a 2 lane road |
| 2488 | Individual | No, I do not support the tolling of any new roads. | |

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| 2489 | Individual | No, not for this new road. | It one of the more necessary roads required in Auckland and the Gov should fit the bill. |
| 2490 | Individual | No, not for this new road. | We should not have to pay to use Penlink as it should be paid for out of the taxes we pay. It should be 4 LANES not 2 lanes, which will only have to be added to later at ever increasing costs. |
| 2491 | Individual | No, I do not support the tolling of any new roads. | Too much tax on fuel we do not need Chinese owners who rip us off And crap workmanship it's disgusting The government needs to sort out priorities. |
| 2492 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Seems fair and it will take a lot of traffic off the Silverdale junction |
| 2493 | Individual | Yes, but I suggest some changes. | Tolling has to be low. There are a lot of lower socio economical homes who won't pay anyway, and a lot of tradesmen that need their vehicles for work so can't be pushed to public transport. |
| 2494 | Individual | No, not for this new road. | I pay my taxes, and I pay dearly. This should be a service provided as a result. Otherwise I won't be using it. |
| 2495 | Individual | Yes, but I suggest some changes. | One basic charge which is adequate for everyone |
| 2496 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As you have the option to use alternate routes if you choose |
| 2497 | Individual | No, not for this new road. | Penlink is not a State Highway therefore the local community should not have to pay a toll. My suggestion is to pull the reserves from the likes of large contractors eg. Fullon Hogan who blately exploit their position as the main roading provider. Continuous abuse of the H&S requirements is a joke, eg. when 2 utes and 2 large trucks are used to safe guard one roadside worker who is picking up paper on the side of the motorway. Rate payers and Waka Kotahi are paying for this type of exploitation. |
| 2498 | Individual | No, I do not support the tolling of any new roads. | The government have built many roads in the past without imposing a toll. |
| 2499 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The proposed toll is a lot cheaper than the alternative. There is a free alternative. I support User Pays as a principle. |
| 2500 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Great plan and idea - long time coming |
| 2501 | Individual | No, not for this new road. | It's such a small stretch with a very high charge, if it was one toll like on your way to Warkwoth then yes- with a reasonable cost to use it |
| 2502 | Individual | Yes, but I suggest some changes. | Only 1 toll |
| 2503 | Individual | No, not for this new road. | this is not a motorway and no toll should be levied, otherwise I won't use it. |
| 2504 | Individual | No, I do not support the tolling of any new roads. | The proposal to toll the Penlink route is inequitable considering other new routes such as Transmission Gully, the Waikato express way are not going to be subject to any such toll. |
| 2505 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | an alternate free route is available |
| 2506 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays is the best way to ensure we can continue to fund infrastructure |
| 2507 | Individual | No, not for this new road. | Penlink is not highway one & is not a motorway like in Tauranga/Mount Manganui. |
| 2508 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Huge roading projects like this contribute to increased VKT, increasing emissions and contributing to climate change. They do not relieve congestion in the long term. At the very least the people who have demanded this project happen anyway should shoulder the burden financially |
| 2509 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling is used everywhere else in the world. Great way of supporting the road. But please make it a 4 lane road or at very lease a 3 lane road like the beginning of Whangaparāoa Rd. |
| 2510 | Individual | No, not for this new road. | This is a road that will be used manly by the local population of the area and why should they have to pay twice for this road, once via rates and again by tolls every time they use it. |
| 2511 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Motorists should pay directly to use transport facilities that taxpayers have funded, as rail and bus passengers do. Public transport is expected to make a profit yet motorists get their roads paid for by the government. In view of the climate emergency, it should be the other way round, - public transport and active modes should be massively subsidized and new roads tolled. |
| 2512 | Individual | No, I do not support the tolling of any new roads. | If project includes government money (in any proportion) it means taxpayers pay for it. It is absolutely not fair if my money (in form of taxes) have been used to build this road and I'm charged again to use it! |
| 2513 | Individual | Yes, but I suggest some changes. | Reconsider tolling Stillwater residents who will not only have to endure the disruption caused by the construction but also have to live long term with the visual, light and noise pollution caused by the new river crossing |
| 2514 | Individual | No, I do not support the tolling of any new roads. | none of the 4 lane highways in Waikato tolled, what about cyclists?-free? don't pay anything getting a third of the space. one lane each way inadequate. |
| 2515 | Individual | Yes, but I suggest some changes. | The road should be 4 lanes, not 2. And the toll price should be cheaper |
| 2516 | Individual | Yes, but I suggest some changes. | Have only one toll on the bridge at set price not all the other options |
| 2517 | Individual | No, not for this new road. | The toll pricing is unfair, why would anyone pay \$4.00 to use the road when they could save that money travelling usually? It completely defeats the purpose of the road being built. |
| 2518 | Individual | Yes, but I suggest some changes. | i think the price should make it half like SH1 to east coast road is 50c one trip |
| 2519 | Individual | Yes, but I suggest some changes. | If it was 2 lane both ways, I would support tolling, we as rate payers pay for by our rates all infrastructure for Auckland city, i.e rail link which I personally will never use. I feel a 2 lane link should not be tolled |
| 2520 | Individual | Yes, but I suggest some changes. | I think only the people travelling on the bridge should pay a toll (everyone that lives on the peninsula). |
| 2521 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolling will cover the cost of the project while also reducing demand. Users will be encouraged to only use the road for necessary/essential trips while keeping unnecessary trips local and/or exploring other options such as walking, cycling, and public transport. This will free up government funding to be used for other projects and help New Zealand to meet its climate goals through the way that we use transport. |
| 2522 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | 1. great to have a fund for future maintenance of such a critical road 2. fair spread of tolling stations depending on actual road use |
| 2523 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I feel the Penlink is very important and far too long in coming. Typical of successive NZ govts is the failure to provide a 4 lane highway with us having another "Harbour Bridge" debacle with it becoming a "bridge too Small not too far. |
| 2524 | Individual | No, not for this new road. | Auckland drivers have been paying 10c per litre extra for petrol for a long time now. This tax should cover the road. Also we pay for roading in our normal taxes. This is a tax by stealth. |

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| 2525 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Keep the tolling cost to a minimum |
| 2526 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | All new roads should be tolled to support building of the road and public transport |
| 2527 | Individual | No, I do not support the tolling of any new roads. | |
| 2528 | Individual | No, not for this new road. | We have been waiting for so long paying our rates. 2 lanes is not sufficient either. 4 lanes are needed |
| 2529 | Individual | No, not for this new road. | There is no way and it is grossly unjust that residents of Whangaparāoa who travel by car should have to pay a toll to use this road. |
| 2530 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | 7 km is not far however it would be wrong to toll East Coast Road or Stillwater residents for the entire journey. |
| 2531 | Individual | No, not for this new road. | Not in the current covid restrictions. Many peoples are losing work and everything become more expensive, specially during the Labour administration |
| 2532 | Individual | Yes, but I suggest some changes. | 1. Don't agree with toll between SH1 and East Coast Rd. This section should be free. Weighting of toll over bridge portion should be commensurate with cost of that section. |
| 2533 | Individual | No, I do not support the tolling of any new roads. | The public already pay enough money in license fees & extra rates etc and if the Govt used that money for only roading there should be no need for tolls. Two lanes is a BIG mistake, learn from the Harbour Bridge & build 2 lanes each way it will never be cheaper than now. |
| 2534 | Individual | No, I do not support the tolling of any new roads. | As taxpayers, government should provide free roads to public. |
| 2535 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We lived in Waihi and were used to paying tolls in cash for the Tauranga harbour bridge, and also remember the tolling on the Auckland harbour bridge...those that benefit from the Penlink need to contribute to the costs. |
| 2536 | Individual | No, not for this new road. | With the increase in housing around Silverdale and areas around there, the current road usage is overloaded at certain times of the day. As the housing continues to be built there will be more congestion and more often. Particularly on the Silverdale Highway. I see no reason why residents should be paying for a link that should already have been built knowing the area would become a huge revenue for housing. |
| 2537 | Individual | No, not for this new road. | Penlink been discussed for over 50 years, need has never been greater. All Wellington politicians should try getting to city from Hibiscus Coast. There are no toll roads south of city. Increased costs for every day cost of living and more taxes than ever. Had enough. The car users already pay vehicle licences taxes |
| 2538 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2539 | Individual | No, I do not support the tolling of any new roads. | 想钱想疯了了吧白皮 |
| 2540 | Individual | No, not for this new road. | The road is for the local use mainly. It's unfair to charge for the convenience. Not like other toll road: pay money but save time. |
| 2541 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | People say they will not use it...So just like the northern tunnel...Of course they do when it is done...It will never be cheaper than now...Do not wait. |
| 2542 | Individual | No, not for this new road. | Auckland's Fuel tax should be paying for maintenance |
| 2543 | Individual | Yes, but I suggest some changes. | I'm prepared to pay a toll but these rates are too high & will price people out of using it, which will just take you longer to recover the costs of building the road. I earn over \$80k & \$40 a week to use the Penlink to & from work everyday just makes it too expensive to use. |
| 2544 | Individual | No, I do not support the tolling of any new roads. | Transmission Gully roadway will cost at least \$1.25 billion yet is not tolled. Why are there two different funding models for Auckland and Wellington? |
| 2545 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This road will just get congested very quickly if it is not tolled. If the point of the project is to save travel times then tolls are vital to control demand. They should also be adjusted over time to maintain a free flowing road. |
| 2546 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Govt should be discouraging car use, more public transport. |
| 2547 | Individual | Yes, but I suggest some changes. | 1. Off-peak toll In general, a good idea and I support that approach 2. Toll price \$4 one way at peak time is too high, this would result in people still taking the Hwy1 via Silverdale. So we build an expensive highway and eventually have not enough people using it because it is too expensive 3. Use of revenue from toll I don't like at all the statement 'could be used for maintenance'. If you have income from the toll it has to be solely used for maintenance of this road and not cross-fund other projects or roads! 4. Different prices I think this is really nonsense. If you use the road then we should NOT look at which part of the road is used but how much it will save the driver. Assume there would be no off/on-ramp in Stillwater. Okay, people couldn't then take Penlink. Now we spend money for an additional Stillwater on/off ramp, so why is it then cheaper for Stillwater people than me continuing to Whangaparāoa Peninsula. IF the price is right then people would still take Penlink. So we can save all the costs for the additional toll stations etc, which costs money as well. 5. It is ABSOLUTELY GREAT to have a path for cyclists and pedestrians. PLEASE DON'T EVER consider skipping this part. And of course, it should be free of charge for cyclists! |
| 2548 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays but should be same price for all users |
| 2549 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2550 | Individual | No, I do not support the tolling of any new roads. | Because we pay for bough tax and our roads are s*** and the up keep is not great |
| 2551 | Individual | I am unsure. | The only way I think tolling Penlink would be acceptable was if it was built as a four-lane highway, not a two-lane one, as is the plan. Building it as a two-lane highway just means that in the future it will have to be rebuilt to become a four-lane one as a two-lane highway means it will not be able to cope with the traffic and there will bottlenecks at either end of the highway. This is not good forward planning. I am not prepared to pay tolls for a two-lane highway. |
| 2552 | Individual | No, not for this new road. | Both local and central government can afford this if they stop wasting money. |
| 2553 | Individual | Yes, but I suggest some changes. | Tolling is fine - but why two lanes? Has to be four for traffic? As we have seen with the park and ride car parking fiasco, build for future proofing NOW |
| 2554 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This is super urgent - just get it done |
| 2555 | Individual | No, I do not support the tolling of any new roads. | I have paid taxes that have been used to contribute to the upkeep for other roads in the country that I don't use. Now it's my turn to get the benefit without having to pay any additional costs |
| 2556 | Individual | No, I do not support the tolling of any new roads. | Auckland residents pay extra fuel tax already to fund the maintenance on the roads. |
| 2557 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |

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| 2558 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Because we need the Penlink to happen now. |
| 2559 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is necessary to avoid long lines. Also time savings |
| 2560 | Individual | I am unsure. | Please tell me the cost of the toll. |
| 2561 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2562 | Individual | No, not for this new road. | The amount we are already paying in fuel taxes and road user and registration is already high and would expect this to cover maintenance. Roads and footpaths are already terrible up this way so would hate to be paying for a service that doesn't deliver. Good example is the amount of wasted money on the dynamic lanes Whangaparāoa rd which don't work a majority of the time. |
| 2563 | Individual | No, I do not support the tolling of any new roads. | The people you are proposing to use it are already on low incomes, a lot of them don't have \$3 to \$4 spare a day to use a road that is supposed to shorten their journey to work. Maybe a monthly pass that regular users can pay up front with at a discounted rate may help in the decision for those who maybe wouldn't have used the Penlink. But surely road tax has been enough in paying towards it for the last few years, I've lost count of how many years this has been going on for, a lot of Aucklanders don't want another road that they have to pay to use. |
| 2564 | Individual | Yes, but I suggest some changes. | Should be 4 lanes |
| 2565 | Individual | No, not for this new road. | Auckland already pays a regional fuel tax that was meant for roading and transport in Auckland. Adding tolling on top of a fuel tax feels excessive. The tolling consultation document states tolling is for maintenance and operation. Auckland already maintains and operates 7000km roads. How much extra funding is needed to look after an additional 7km? |
| 2566 | Individual | No, I do not support the tolling of any new roads. | The NZ public already pays an exorbitant percentage of tax in their fuel or road users charge. More road tolls would be acceptable if these charges were reduced. If the RUC income does not cover new roading projects then there is something wrong with the way these funds are distributed, especially given the increase in population and growth in NZ. We here in NZ are on the top 1/4 for highest petrol prices in the world, most of which is made up of taxes. |
| 2567 | Individual | No, not for this new road. | Building adequate and efficient roading infrastructure is something the the NLTf should cover and provide for roading improvements throughout NZL, i.e. New Zealand. |
| 2568 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Users should pay Would also hopefully speed up the process |
| 2569 | Individual | No, I do not support the tolling of any new roads. | This road should have been completed twenty years ago for a fraction of the present cost. Tax payers shouldn't have to pay the cost of using it (if it ever gets built) |
| 2570 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | New road save time and money to the commuters |
| 2571 | Individual | No, not for this new road. | The rate is quite high at \$4 per use; unless some discount for regular commuters. I'd support a similar charge to Northern Gateway. Also no charge to East Coast Road off peak for a 50m drive. I think end to end of \$2 is more realistic even if you have to buy a 10 pass to get it. |
| 2572 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Needs to be done for the project to proceed |
| 2573 | Individual | No, not for this new road. | |
| 2574 | Individual | No, not for this new road. | people are already paying rates and tax. there are no toll roads in the WAIKATO |
| 2575 | Individual | No, I do not support the tolling of any new roads. | Either a toll or fuel tax to pay for it not both |
| 2576 | Individual | No, not for this new road. | Is it fair that the many people west of the bridge who will be advantaged by less traffic will not have to pay a toll? |
| 2577 | Individual | No, not for this new road. | This road was needed 25 years ago and has taken this long to be started. The residents of this area already pay the Auckland tax on petrol so already contribute more than most to tax. Tolling will discourage use when it is most needed - sorely not economically sound or environmentally sound. The alternative route has been severely congested for many years and I am at a loss to understand why we should be forced to have this issue assisted with a road that can only be used if we pay per journey. We pay taxes, we pay road tax via our registrations, we pay extra tax with our petrol consumption, we should not be forced into another tax. The idea to toll is a greedy, short-sighted and frankly ridiculous option that will discourage use. |
| 2578 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Uncertainty in costs due to Covid and related supply chain pressure is bound to render this project unviable if not funded through users. I am willing to pay for that privilege. |
| 2579 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2580 | Individual | No, not for this new road. | As a Weiti resident we bought into the subdivision for the lifestyle and the future connection with the motorway. We do not intend to use it to access the Whangaparāoa peninsula. It is unrealistic for us to pay for a motorway connection. |
| 2581 | Individual | No, not for this new road. | I live in Stillwater & the road degrades our amenity & then we are expected to pay for it |
| 2582 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support tolling in any place where there is already a non-tolled alternative route e.g. SH1 through Puhoi tunnel where one can freely travel north via Waiwera. However, I think heavy transport like big trucks should be encouraged to use Penlink when practicable. |
| 2583 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | This 7km stretch of motorway will cost roughly \$830Million and serves only ~26000 people. In addition, without tolling and due to induced demand it will also be congested within 20 years. The very least you could do is use the tolling to cover future maintenance costs |
| 2584 | Individual | No, I do not support the tolling of any new roads. | I believe tolling Penlink is a bad idea. This is because when the regional fuel tax was introduced in Auckland as well as an increase in the fuel levy, it was sold to the public as solving our funding problems for transportation. This is why I disagree with the tolling Penlink because Aucklanders pay more taxes on petrol compared to the rest of the country and I believe with the regional fuel tax, increase in fuel levy and car registration fees this should be sufficient in covering the cost of building and funding Penlink. |
| 2585 | Individual | No, not for this new road. | Residents have been waiting for years for improved infrastructure along the peninsula, while we became part of the super city, paying higher rates for all that to be used up on the city centre and absolutely zero benefit to Whangaparāoa. The very least, with all the development and growth in the area, this road is completely essential and should not be considered for tolling. We've paid for long enough through time in traffic and rates going elsewhere! |
| 2586 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It is reasonable to place the operating costs on the user's of this route. |
| 2587 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | We need this to make the journey less arduous to the city. |

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| 2588 | Individual | Yes, but I suggest some changes. | Tolling period should be limited to the first 10 years after the build |
| 2589 | Individual | I am unsure. | seems a bit much having three toll points |
| 2590 | Individual | No, I do not support the tolling of any new roads. | Why should we pay a toll when we already pay tax for roads like this? |
| 2591 | Individual | No, I do not support the tolling of any new roads. | The government makes more than enough money of taxpayers to afford infrastructure and to cut five minutes off a trip isn't worth 30 dollars a month, per family that's \$60. This should of been completed over 30 years ago. |
| 2592 | Individual | No, I do not support the tolling of any new roads. | I feel they should not be tolling residents as there is a financial crisis, this will put more families into hardship. |
| 2593 | Individual | Yes, but I suggest some changes. | Money also needs to be spent on dedicated PT options on that route. |
| 2594 | Individual | No, not for this new road. | I have lived on the coast for over 30 years. To toll this road after waiting so long would be an insult to our community and probably mean less people would use the road and therefore defeat the purpose of building it |
| 2595 | Individual | Yes, but I suggest some changes. | I think if the road is going to be tolled, then future proof the road by making it more than two lanes. One lane each was will very quickly become congested, contributing to unsafe overtaking etc. |
| 2596 | Individual | No, I do not support the tolling of any new roads. | Because there are enough roads that are tolled and the toll fees never get taken down. People need access to there homes and a faster access to the motorway. |
| 2597 | Individual | No, not for this new road. | Regular commuters to Auckland are already paying enough in fuel each day to add an additional cost such as a toll is unfair. It could also result in less vehicles using the new highway. |
| 2598 | Individual | No, I do not support the tolling of any new roads. | |
| 2599 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | the link benefits only the direct users. |
| 2600 | Individual | Yes, but I suggest some changes. | We should encourage the use of public transport along the route and toll will encourage this and will decrease congestion allowing for PT to run better as there is no included bus lane. |
| 2601 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I am happy to pay a reasonable amount as I would be using the Penlink Daily six days a week. |
| 2602 | Individual | Yes, but I suggest some changes. | minimum toll charged during peak times only when crossing bridge - this is to encourage more use of the bridge and alleviate congestion through Silverdale choke point which is being impacted by Millwater and Milldale growth |
| 2603 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Tolls will support ongoing maintenance of the road. |
| 2604 | Individual | No, I do not support the tolling of any new roads. | It is not equitable to tax payers |
| 2605 | Individual | No, not for this new road. | |
| 2606 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Since the cost of the road has to come from somewhere since fuel tax will not cover it, tolls seem a fair way to collect it. The more you use the road the more you pay = fair |
| 2607 | Individual | I am unsure. | The money gone towards maintenance and so on i don't agree with, simply because we have unsafe roads and a few speed signs, and playground needs attention. |
| 2608 | Individual | No, not for this new road. | The road is being paid for by the Government out of tax payer dollars. There is already road, fuel and other taxes we pay for that is used for Maintenance and operation costs of the roads. This should be treated no differently than any other part of the motorway. |
| 2609 | Individual | No, not for this new road. | This road is merely a more accessible way to the peninsula, not a main arterial route. The tolls from this road will solely come from residents and occasional weekend traffic. This seems unfair to provide a faster way home then Toll the road. Main expressways have been put in all round New Zealand, none tolled. I believe that main routes used by many with a cheaper toll rate are a better way to gather revenue. What makes this road any different from other highway modifications around Auckland. Absolute rubbish |
| 2610 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The traffic congestion at Silverdale at peak hours is terrible. I frequently travel to Silverdale (Bunnings, Kings etc) and also to Whangaparāoia from Orewa. |
| 2611 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Users pay towards the costs is fair The link provides only benefits for local users as such costs should recovered from those that use it |
| 2612 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2613 | Individual | No, not for this new road. | We pay high taxes on everything, petrol, vehicles registration, land rates, we even pay for our own rubbish to be collected, this road should be paid for under infrastructure. There are thousands of houses that have been built on the north shore making roading an issue. Also the gulf harbour ferry service is shocking and not reliable. I would like the government to consider free for residents on the coast & if need be toils for weekends in summer for tourist. |
| 2614 | Individual | No, not for this new road. | We all pay a higher amount in rates and road vehicle taxes. We should not be expected to pay more for any new improvements |
| 2615 | Individual | Yes, but I suggest some changes. | Whilst I don't have any issue with this being a toll road, the proposed toll is to high. The new road would save me about 6KM (10 minutes) and \$4 to save 6KM (10 minutes) is to high. It would almost double the cost of my commute, Which would make me wonder if it is worth it. |
| 2616 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I believe this option would finally get the Penlink constructed. |
| 2617 | Individual | No, I do not support the tolling of any new roads. | Roads are required because of the amount of people, I run a trucking company the amount of money I pay to drive on these roads and the crap conditions they are in is a joke so clearly the tolls I already pay don't go back into fixing the roads. |
| 2618 | Individual | No, not for this new road. | This should be a free road as part of future transport upgrades and options to and from the area. Having only 1 road on and one road off, this will provide reduced queues that occur during day to day movements & when roadworks/ accidents happen along the main Whangaparāoia road that at the moment cause hours of unnecessary congestion. |
| 2619 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2620 | Individual | Yes, but I suggest some changes. | Having multiple tolls for a short distance seems unnecessary and greedy. Will deter using it. |
| 2621 | Individual | No, not for this new road. | Petrol tax paid for years to cover cost of new roads. Has been proposed for approx 30 years so cost gone up hugely. New tunnel to airport on western motorway not tolled. New road won't be big enough to cope with current volumes, needs to be 4 lanes from outset to cope with growth already happening let alone what is still to come |
| 2622 | Individual | Yes, but I suggest some changes. | Should be 4 lanes |

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| 2623 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The tolling is fair. If charged at the right level, it will ensure limited congestion on the new link and will help to keep people moving in buses, which can carry up to 80 people per vehicle rather than 5 in a typical car. The toll may also push people on to buses rather than driving, which is essential for mode shift. |
| 2624 | Individual | No, not for this new road. | Too expensive |
| 2625 | Individual | No, not for this new road. | Because we pay enough tax as it is. This is a short 7km road and if a toll is implemented now, it will never go away. The revenue gained from this toll from the large amount of people who will use this road will be over and above the maintenance costs. |
| 2626 | Individual | No, I do not support the tolling of any new roads. | Funding and maintaining roads of national importance should be a central government expense paid by the general taxpayer. Tolling roads deters users from using tolled roads which may result in a less environmentally friendly and pollutant efficient outcome. It should be left to market forces to determine the extent of use of alternative options. Maintenance costs should be funded out of incremental general rates levied on newly built residential and commercial property along the new road. |
| 2627 | Individual | No, not for this new road. | The land development in other parts of Silverdale and soon dairyflat have now forced Penlink to be needed why should just one party pay for congestion at Silverdale offramp. |
| 2628 | Individual | Yes, but I suggest some changes. | A total of \$6 toll from ECR to Whangaparāoia Road is excessive. A daily user will be paying \$12 a day, \$60 a week. This defeats the purpose of a link. Variable tolling makes sense, but this should be reduced by almost 60% for daily users. |
| 2629 | Individual | No, not for this new road. | This road had been so long in the making. Decades even and now that there had been so much building of new housing in the areas the whole network is congested. This is simply years overdue and it's unfair to toll this road. Rate payers and commuters from the coast have already paid dearly for the lack of action from NZTA or the government who spend hours stuck in traffic daily. And why is only a 2 lane road???? It needs to be 4 at a minimum... it will be built under capacity... What is the deal with that? |
| 2630 | Individual | No, I do not support the tolling of any new roads. | Either NZ has user pays OR pays taxes, not both. Transmission Gully is not tolled so NZTA is not consistent. |
| 2631 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | To make it happen sooner and faster. |
| 2632 | Individual | No, I do not support the tolling of any new roads. | As Aucklanders we have been paying 20cent per litre for petrol to cover new builds such as this |
| 2633 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink is urgently needed to relieve the overburdened Whangaparāoia Road. With increased housing being built in the area creating extra traffic, users of the feeder roads and drive ways are all experiencing huge problems getting in and out onto the peninsula's main road and onto SH1. Penlink will help with this congestion. I also feel that while some people will use the cycle way, although it is a fair distance into Auckland/Albany from the entry points, I don't think that the general public will use the walkway. I think the money used for the construction of this should be put into the budget for creating an extra lane thereby future proofing it, because as seen in other new road projects it will be congested in peak times from day one. AND it only takes an accident or a breakdown to make it stop altogether. |
| 2634 | Individual | No, I do not support the tolling of any new roads. | I believe we pay enough petrol taxes in Auckland to cover the cost of the Penlink |
| 2635 | Individual | No, not for this new road. | Because they are building lots of new homes you are giving planning permission Whangaparāoia road is a bottle neck at peak times and anyway there is extra tax on petrol for this road that's been talked about for 20 years. |
| 2636 | Individual | No, not for this new road. | We have already paid for this road - the petrol surcharge for Auckland, as well as taxes - this would be the third time we have paid for it. If the government had built it 20 years ago when it was mooted, we wouldn't be having this discussion. Plus the toll charges suggested are ridiculous - making it as complex as possible (different tolls for different times of the day, for how much of the road you use) will make it so confusing I would never know how much I would be charged. Maybe that's the point. It also penalizes working people who have to use the roads at peak times...again. The government has already chosen the cheapest option, so the road will be obsolete or need upgrading as soon as it is built (false economy anyone?). And no one will pay a blind bit of notice of this, because the decisions have already been made, and this is window dressing. |
| 2637 | Individual | No, not for this new road. | I already pay too much tax. Petrol tax. Rates. Etc etc etc |
| 2638 | Individual | No, not for this new road. | It's only a small community that would be using penlink and it would not be too busy, unfair to an already quite isolated community |
| 2639 | Individual | No, not for this new road. | We pay higher fuel costs in Hibiscus Coast compared to most of Auckland and the government already is charging an infrastructure tax on Aucklanders fuel |
| 2640 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As a peninsula family, we have been hoping / expecting / wanting this road for 20 years. Tolls, no problem. Please make the road a minimum of three (non-bus) vehicle lanes so there is the option of using smart lane lighting during peak hours. |
| 2641 | Individual | No, not for this new road. | We pay enough at the pump - Thank You. |
| 2642 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It should be a user pays system as only limited people will benefit from it. |
| 2643 | Individual | No, not for this new road. | ALL RESIDENTS OF THE Whangaparāoia PENINSULA SHOULD BE EXEMPT FROM ANY AND ALL TOLLS THAT MAY BE ASSOCIATED WITH Penlink. ONLY NON-RESIDENTS OF THE Whangaparāoia PENINSULA SHOULD HAVE TO PAY TOLLS IF THERE ARE ANY. I note you missed out this option in the choices. Read on for the reason. The majority of Aucklanders have more than one route available to them to leave the area in which they live. Not so, the residents of the Whangaparāoia Peninsula. They have been denied that privilege. There is currently only ONE route, with Penlink being the project for a second route. Penlink should have been built and completed decades ago. How ridiculous is it that in 2022 it still does not exist and there is only one road in and out for residents and businesses of the Whangaparāoia Peninsula? There are many beaches and a regional park that other Aucklanders and tourists in general want to visit on the Whangaparāoia Peninsula and those people cause additional congestion. Given that residents of the Whangaparāoia Peninsula already pay rates and those with vehicles also pay additional road charges and tax on fuel, they should not have to pay any tolls at all to use the Penlink once it is completed just because it will finally be providing a second road in and out of the area which is long overdue. Having a second route will finally be putting residents of the Whangaparāoia Peninsula on an equal footing with other Aucklanders having more than one route to leave and to return to the area in which they live for which they do not have to pay a toll. |
| 2644 | Individual | I am unsure. | I am ok with Penlink being a tolled road, however I cannot give my support for it without more details. At this stage the proposal does not mention potential tolling prices, which would largely impact my ability to support it or not. If the cost is too high, then the proposed 3 toll points would be uneconomical for most people. |
| 2645 | Individual | Yes, but I suggest some changes. | Variable tolling is a great idea as encourages people to tweak travel times and smooths out the peak not just over the bridge but also further down the motorway and local roads traffic. I just think it should be scaled more to encourage that move - like instead of \$3 vs \$4, maybe \$2 vs \$5. Also I think have a bunch of different exit points and matrix of costs makes it more complex. For simplicity, a single toll would be easier even if it might be a little bit less 'fair' |
| 2646 | Individual | Yes, but I suggest some changes. | penlink should be 4 lanes. |
| 2647 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Please ensure the tolls are high enough to manage demand and keep the road flowing. I occasionally drive but mostly would bus along Penlink and do not want to be stuck in congestion |
| 2648 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Penlink has always been intended as a tolling route. The BCR doesn't stack up without tolling on the route, and it would be inappropriate to now fully fund this new road with the amount of alternative transport projects (for public transport and active modes) that don't have sufficient funding. Tolling will also lead to a more sensible use of the route, incentivising public transport use and minimising unnecessary private vehicle trips. This is a key consideration under both climate considerations and Vision Zero requirements. |
| 2649 | Individual | Yes, but I suggest some changes. | Only if it was 4 lanes as 2 is not the right option, for the size that Whangaparāoia has grown and growing still. Also needs a barrier. |

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| 2650 | Individual | No, not for this new road. | I do not support tolling penlink as it will discourage use and the Silverdale on/off ramp is congested and we should be encouraging Penlink use. Plus it has already been called back to one lane each direction. Many other roads being planned/ built or completed don't have tolls why this one? There is already a toll on the Orewa - Puhori SH1 section and no information has been provided on how long this will continue or what the revenue has been to date and where the funds go to. If this road is to be tolled why not toll all important road networks in NZ and be consistent. Such as start tolling the Auckland harbour bridge as that has higher maintenance costs than the Penlink road will. Also toll the Waterview tunnel as well if consistency is maintained. Is Transmission Gully being tolled? |
| 2651 | Individual | Yes, but I suggest some changes. | It would be great to understand the pricing and how long the road expects to be tolled (permanently or for a fixed period) |
| 2652 | Individual | No, I do not support the tolling of any new roads. | We have paid our tax and GST and extra on petrol this should cover our infrastructure |
| 2653 | Individual | No, not for this new road. | if you toll this road it is like to keep a fair amount of traffic on the existing road |
| 2654 | Individual | No, not for this new road. | Providing an alternative road such as Penlink should ease the current congestion at the Silverdale off-ramp that traffic currently has to use. Those traffic users are not contributing to Penlink toll but are benefitting from it. |
| 2655 | Individual | No, not for this new road. | Funding to build has been provided by the government and tolling should not be used for ongoing maintenance. The fact that 10s of thousands of houses have been built, and will continue to be in the future, with a complete lack of planning around infrastructure is completely irresponsible and short sighted. This road design is already inadequate for the existing traffic and future growth. The land has already been purchased and it makes no sense financially or from a project perspective to have to come back and later to widen the road, when cost will have quadrupled, and bring in resourced and equipment again when it could have been done right the first time, for a lot less cost and disruption. This road is critical for the economic growth and development of the peninsula. |
| 2656 | Individual | No, not for this new road. | Government funded project for design and construction - so budget should cover operations and maintenance. Also cost of collecting toll is way too high - needs to be less than 2% of toll. |
| 2657 | Individual | No, not for this new road. | We pay road taxes through the petrol we buy at exorbitantly high prices, thanks to the government's policies on fuel sourcing. |
| 2658 | Individual | I am unsure. | I think the tolls are too high and difficult to use. I think one smaller toll operating over 24 hours would be better |
| 2659 | Individual | No, I do not support the tolling of any new roads. | Waka means canoe, kotahi means one (one of the meanings), so Penlink is a one canoe road?! Stupid name. You go on about being "accurate" in everything. |
| 2660 | Individual | No, not for this new road. | Not fair tolling a road that's an investment to lower congestion and travel times. As a student this new road is able to lower my travel times and costs and this new tolling proposal would negate these benefits. |
| 2661 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It has been clear from the beginning that Penlink would be a toll road. Additionally, it is important to ensure that motorists pay for the privilege to use the new express route and pay for all of the negative externalities. |
| 2662 | Individual | Yes, but I suggest some changes. | I am apprehensive that it is becoming complicated and too expensive. I am very happy to pay a toll for the road, however if the cost outweighs the benefit? - becomes a problem. |
| 2663 | Individual | No, I do not support the tolling of any new roads. | Because it's taken long enough to get started and we've had to suffer through 10 years of traffic, how would it be fair to then charge us? |
| 2664 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | not opposed to tolling roads to reduce kms travelled |
| 2665 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | For us as long as not too pricey we can afford, but for people who need to travel to work every day then the costs must be kept at a minimum. Just get on with it been talked about for too many years. |
| 2666 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Will encourage more efficient use of roading |
| 2667 | Individual | No, I do not support the tolling of any new roads. | Tolling is a nuisance. It works for regulars who have an account, but it is difficult for casual visitors. It would be better to toll the main motorways than an essential road for a small community. |
| 2668 | Individual | No, I do not support the tolling of any new roads. | |
| 2669 | Individual | Yes, but I suggest some changes. | I like the idea of controlling congestion through peak-off peak tolls, but the difference (\$4 vs \$3) does not seem nearly enough to drive behaviour, e.g. to take the bus instead. Perhaps \$6 vs \$3 would be enough. How will you stop congestion backing up from SH1? How will you ensure that buses are not held up in traffic which should be one of the key priorities of this project. |
| 2670 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I'm happy to pay a toll - we just want the bridge built!!! |
| 2671 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Consider it fair and equitable |
| 2672 | Individual | No, not for this new road. | The Whangaparāoa road is already extremely busy, and the penlink will help parents to get to spend less time on the road and more time with their kids |
| 2673 | Individual | No, I do not support the tolling of any new roads. | I think a) either petrol tax and vehicle registration should pay for New Zealand roads like in the UK or b) like in Switzerland we should be given the option of purchasing an annual 'vignette'. Duck Creek road carries so many heavy vehicles with heavy boats on tow. Those are the guys who are trashing our only access in and out of Stillwater. People towing boats over a certain tonnage should pay a toll to come on to Duck Creek Rd to pay for the constant repairs. Traffic noise could be an issue. If so I would like sound barriers so traffic noise doesn't echo across the valley. I also don't want to see the Motorway from my back yard. People living here look straight onto the paddock where they are proposing to build the road. Currently we hear the sheep which is a much nicer noise than buses, trucks and V8s. Thank you. |
| 2674 | Individual | Yes, but I suggest some changes. | Millwater and other neighboring developments including Silverdale industrial will also benefit from Penlink largely during peak hours with reduced congestion and better travel times. Yet tolling will only affect local Whangaparāoa residents, who before any Millwater/Silverdale developments were experiencing faster peak commute times anyway. I understand they will benefit more and there is growth on the peninsula, however part of the reason Penlink is required is also due to Millwater/Silverdale. So my main question is how will those areas contribute to the ongoing costs when they are part of the reason it's required in the first place? Surely developments like Millwater/Silverdale are required to contribute to the local roading infrastructure which they otherwise have a detrimental affect on? When you take into account already increased fuel taxes, paying \$40 a week to commute using Penlink seems pretty outrageous. I'm not against tolling, but the proposal seems unbalanced and making Whangaparāoa commuters pay for reduced congestion in Silverdale also. But at these rates I would think Penlink will be used infrequently as an occasional route and not reduce general Whangaparāoa road or Silverdale peak traffic congestion anyway. Which goes against its purpose in the first place. |
| 2675 | Individual | Yes, but I suggest some changes. | I feel that an expensive project such as Penlink (that will benefit only a select area of the community east of Stanmore Bay) needs to be tolled as it should be the users in this area, should they wish to utilise it, also pay for it. (not the rest of NZ in increased fuel taxes) However, as Penlink is only one lane in each direction and subject to huge congestion, especially in peak times, I feel the tolls proposed are excessive. |

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| 2676 | Individual | No, not for this new road. | The area has been underserved in infrastructure and roads for decades and the residents should not be penalised for the delays caused by Auckland Council those of us on pensions would not be able to afford it |
| 2677 | Individual | No, not for this new road. | One reason is because I am already paying a 11.5 cents/litre regional fuel tax and do not support it being a toll road. |
| 2678 | Individual | Yes, but I suggest some changes. | Tolling to support the funding of public infrastructure (if needed) is acceptable in my opinion. I'd suggest three lanes are built, one used as a transitional public transport and toll free T3 lane during peaks. Why not toll the single person private car and incentivise carpooling and public transport use. Buses sitting in peak hour traffic with private cars isn't efficient. I'm very pleased there will be cycling & walking options included. New roads shouldn't be built without sustainable transport options. |
| 2679 | Individual | No, I do not support the tolling of any new roads. | Because the benefits of having the road built will have benefits in Milldale and Dairy Flat and Hibiscus Coast surrounding area. |
| 2680 | Individual | Yes, but I suggest some changes. | Tolling has to be fair and cheap. It the cost is high people don't want to use it. Public transport is also expensive so why would u pay toll fuel and wait in long queues. If toll is cheap more people will use it frequently thus the new road would be beneficial otherwise it is a waste of good money. |
| 2681 | Individual | No, not for this new road. | Growth in the local area has meant that one entry and exit of the Whangaparāoa Peninsula is no practical and the froth in Orewa and Silverdale has put increased pressure on local traffic especially state highway 1. |
| 2682 | Individual | No, not for this new road. | Aucklanders pay an extra 20c on fuel and this should be used to subsidise Penlink. Tolls could have been placed on Waterview tunnel but none were. |
| 2683 | Individual | No, I do not support the tolling of any new roads. | Because it is inequitable. |
| 2684 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2685 | Individual | No, I do not support the tolling of any new roads. | Because it's meant to be a cutout for traffic yet if you provide tolling charges less to little people with use it, not providing much change. |
| 2686 | Individual | No, not for this new road. | |
| 2687 | Individual | I am unsure. | |
| 2688 | Individual | Yes, but I suggest some changes. | Tolling would be acceptable if it was a 4 lane highway. Not to Duck Creek road intersection though. |
| 2689 | Individual | No, I do not support the tolling of any new roads. | My Rates have been going up steadily for the past 11 years, the Government should be using that to help pay for the roads, and not expecting more. Some people can barely afford to live at the moment - we've had to get in flatmates just to make ends meet!!! |
| 2690 | Individual | No, not for this new road. | Fuel cost on the Peninsula is already at least 10c higher than anywhere in North Shore. Plus we are already paying a huge fuel tax. Money for maintenance can be taken from already existing payments. |
| 2691 | Individual | No, not for this new road. | We have already paid for this road with the increased fuel levy for Auckland. Tolling is double dipping. |
| 2692 | Individual | No, not for this new road. | this road should not be tolled and should be 2 lanes each way !!!! |
| 2693 | Individual | No, not for this new road. | 1. Auckland collects fuel taxes for this sort of project 2. NZ Govt collects fuel taxes for this sort of project. Both have benefitted in collection from the excess fuel used by Whangaparāoa residents over many years. Caught in traffic jams means fuel used but no road wear and tear. Use this money and fund a bypass. |
| 2694 | Individual | No, I do not support the tolling of any new roads. | By having this a toll road, it excludes those who are already on a tight budget by adding more cost to each journey. It should be funded wholly by the government. |
| 2695 | Individual | Yes, but I suggest some changes. | Pricing seems to high against the likes of Tauranga Link Rd or Orewa to Puhoi. It seems like this area and Tauranga are loaded with toll roads but other major projects are free. The fuel levies for Auckland (there's been a few of them should be allocated for this) |
| 2696 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it only fair that I pay for the convenience of using a faster less congested highway as with the Johnson Hill tunnel. |
| 2697 | Individual | No, not for this new road. | I believe residents in this area are already tolled enough with the Puhoi road going north already tolled. We already pay petrol taxes to upkeep Auckland's roads so that projects like this one can go ahead without the need for toll roads. Why is Transmission Gully road in Wellington not tolled? Why wasn't the SH1 road south of Auckland that recently opened not tolled as well? Feels like the residents in this area would be paying double (through petrol tax as well as a toll road), and NZTA are taking advantage of their presumption of the socio-economic wellbeing of the residents on the coast that would use the road. I also think that the road should be prepped for at least 2 lanes each way, plus allowance for a bus/ public transport lane. Pedestrians and cyclists should use the existing East Coast Road options, as I can't see how these would connect through easily from the motorway to the existing roads. |
| 2698 | Individual | No, I do not support the tolling of any new roads. | Tolling of just some roads is patently unfair to the local users of that road. They pay twice - once with petrol tax or road user charges and again through the toll. Anywhere else is free of tolls in spite of the roads being expensive to build and maintain. This includes roads such as Transmission Gully, the Orewa-Warkworth motorway, the Tauranga and Auckland harbour bridges, the Auckland western ring route and so on. All these were considered for tolling but it was too difficult politically. (Two of the bridges had tolls but they were removed despite the ongoing need for expensive maintenance.) I would certainly support the tolling of ALL roads, but selective tolling is clearly unfair. |
| 2699 | Individual | No, not for this new road. | to begin with the proposed toll is way too expensive. Also this project was going to be a more future proofed four lane but is now two lane which will make for very congested travel at peak times. |
| 2700 | Individual | No, not for this new road. | 1,000s of houses have been constructed on the Whangaparāoa peninsula, in Orewa, Silverdale, Millwater etc which has caused major congestion in Silverdale and compromising access and exit from SH1. Penlink will provide an alternative route bypassing the single access to Whangaparāoa. The road should be built with 4 lanes as growth in the area will quickly out grow capacity. It is much more economical to build 4 lanes now rather than adding lanes later. |
| 2701 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The Penlink serves a certain community. |
| 2702 | Individual | No, not for this new road. | As Aucklanders we already pay a fuel tax and have done for many years - I do not feel we should be continually disadvantaged. This road has been planned for over 20 years and should be well budgeted for. |
| 2703 | Individual | No, not for this new road. | It is fully funded. Why would a toll be required for repairs and maintenance unlike ANY other system in NZ? Why are only northern residents penalized for roading improvements that benefit all? |
| 2704 | Individual | Yes, but I suggest some changes. | If a toll is necessary to get Penlink - OK. However, I think it is too expensive. Compared with the Puhoi tunnel this is pricey. At \$2 (peak hours) for the full length it would be OK, but \$4 is too much. |
| 2705 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Happy to pay |
| 2706 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support a user pays toll and having varied tolls based on kms travelled seems fair |

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| 2707 | Individual | No, I do not support the tolling of any new roads. | User pays is an opportunity to make more money than the road user tax generates. Why can this not be used to help fund upkeep of new state highway? |
| 2708 | Individual | No, not for this new road. | It's outrageous to propose a toll after the road has been funded. We have already paid for it twice- general petrol taxes and Auckland road tax. It would be immortal to ask users to pay again. |
| 2709 | Individual | Yes, but I suggest some changes. | All toll money must go back to the road and not to other projects. The video uses the words "could be spent on maintenance", it must be spent on Penlink and not used as a cash cow for other roads. Tolls should vary depending on the amount in the residual fund. Penlink will free up capacity on HC Hway and around Silverdale so the users of Penlink actually benefit the wider community. I am not sure how you could cross subsidise this back if one was to. An economic model should be provided detailing the expected revenue and costs. Otherwise Penlink is great and overdue. |
| 2710 | Individual | No, not for this new road. | Whangaparāoia residents should not have to pay to reduce congestion at Silverdale caused by large scale housing developments outside of the peninsula. The government has provided funds to build Penlink. We also pay excess two sets of excess duty in road fuel. If these extra taxes aren't sufficient, the Auckland Council should look to reduce its management salaries. |
| 2711 | Individual | No, not for this new road. | Charging workers \$40 per week additional to skyrocketing petrol costs is obviously too much. They will still clog the insanity that is Silverdale! |
| 2712 | Individual | No, not for this new road. | Penlink is for the benefit of the whole community. It will ease the congestion at Millwater, Milldale and Silverdale. If there is a toll charged people may not wish to use Penlink and the congestion at Silverdale remain. We already pay higher fuel taxes to pay for the road development in Auckland. In 2020 the Government announced that it would fully fund I am against a toll for Penlink. |
| 2713 | Individual | No, not for this new road. | |
| 2714 | Individual | No, not for this new road. | We have already had 2 lots of additional taxation from Auckland Council & central government already agreed the funding, & the need for this road is purely due to the amount of house construction that is NOT on even on the peninsula. We also already pay much higher fuel costs in all peninsula petrol stations too! |
| 2715 | Individual | No, not for this new road. | All new roads should be Toll free. Our road user charges and petrol Fuel taxes are high enough to provide this link and assist in reducing the congestion that we currently experience on Whangaparāoia Road |
| 2716 | Individual | No, not for this new road. | The road firstly should be 4 lanes. A toll isn't fair as the road has been agreed to be funded by government. It's been promised for well over a decade. The Hibiscus Coast has grown now to have a population greater than many nz cities including Whangarei Rotorua and New Plymouth, yet has atrocious roading infrastructure. The Penlink will help traffic on SH1 at Silverdale and mill water off ramps, yet other motorway users won't have to pay. |
| 2717 | Individual | Yes, but I suggest some changes. | The current proposed tolls from Whangaparāoia Road to SH1, would discourage usage of Penlink. The toll should be reduced to a level similar to the Northern Gateway of \$2.40 for regular vehicles, including the option of buying discounted 10 trip concession tolls for locals/commuters. Further if tolls are imposed to pay for ongoing costs, then a 4 lane road should be built to future proof the area and remove a higher construction costs when expanding capacity in the near future. I.e. 2 lanes for private transport and 2 lanes for public transport. |
| 2718 | Individual | No, not for this new road. | Tolling Penlink, for operations and maintenance would be unfair. The Auckland regional fuel tax was brought in to fund these types of projects, together with their upkeep. Urban development has progressed on the peninsula on the basis that Penlink would be built. Penlink is due and necessary, not a luxury with a maintenance bill to be paid for by way of a toll, in addition to tax that is already being charged. Further, there has been no suggestion that other projects (e.g. the Mill Road project in South Auckland) may be tolled for operations and maintenance. If Penlink is tolled the operations and maintenance accounts should be available for users/toll payers to see. |
| 2719 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just build it and the people will use it. Thank you. |
| 2720 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Make Penlink extend to Gulf Harbour |
| 2721 | Individual | No, not for this new road. | Have paid our taxes and rates for 50+ years. Its just another road that needs to service an ever growing population. |
| 2722 | Individual | Yes, but I suggest some changes. | needs to have 2 lanes each way, and tolls only until road is payed back |
| 2723 | Individual | No, not for this new road. | Do not put a toll point for Stillwater traffic joining to go southward. Simplify the tolling system and do not have a gantry at Duck Creek Road connection point. Stillwater benefits little by Penlink in terms of travel times and should not be burdened with tolls, which by the way, are higher than for any other tolled road in the country. The tolling proposal is NOT FAIR AND EQUITABLE. Penlink will address CONGESTION at Whangaparāoia western end, Silverdale and Redvale. However the populations using it most is Whangaparāoia eastern end (and they will quite rightly pay tolls). Stillwater environment will be negatively impacted during construction by tree felling, heavy machinery noise, traffic detours, then have ongoing road noise, pollution and visual downsides. Promises were made years ago and should be kept. |
| 2724 | Individual | No, not for this new road. | I am a Stillwater resident and very concerned about the environmental impact Penlink is posing, in terms of removing trees, 4 years of construction dirt and noise, which impacts on our existing road in and out of Stillwater. Also the "drive-through" it will cause for our village. We will have 4 years of construction and disruption, which is not fair on Stillwater residents and then to pay for a short piece of road that we could use to shorten our travel time back home. Also the proposed peak and off-peak charges are not a toll they are congestion charges, which is even less fair, as lots of people don't have the choice to travel off-peak or work from home. The only people really benefiting that road are Whangaparāoia residents. They will have minimal disruption or construction and the most gain from it. If toll has to be put onto that road, it should be the bridge that gets tolled not the road as such and Stillwater residents should not pay at all going into Stillwater village. |
| 2725 | Individual | Yes, but I suggest some changes. | If it costs more at peak times people will use the free route continuing the congestion along Whangaparāoia road. It should be a flat fee regardless of time of day which seems to work for the SH1 tunnels. |
| 2726 | Individual | No, not for this new road. | Tolling I have no real issue with - but \$8 a day is unaffordable - \$40 a week to use a road to get to work? |
| 2727 | Individual | No, not for this new road. | This should not be tolled as it's a normal road so should be free like the others. Why toll people that live there when it saves time to travel |
| 2728 | Individual | Yes, but I suggest some changes. | Way too expensive for every day use. |
| 2729 | Individual | No, not for this new road. | If the Penlink was to be a toll road you would had it built years ago by a third party owning the road. |
| 2730 | Individual | No, not for this new road. | Unfair, as not every new tunnel/bridge are tolled in Auckland. It must be one rule for everyone |
| 2731 | Individual | No, I do not support the tolling of any new roads. | We have been paying elevated fuel tax for several years which hasn't been used. |
| 2732 | Individual | Yes, but I suggest some changes. | The variable tolling is a sensible option although, I have concerns that budget conscious people on the peninsula would opt to go via Silverdale which would continue to put pressure on what is already an overly stretched area with growing developments (especially around the onramp in peak traffic hours). I would rather there be a variable toll that is reasonably priced to avoid people opting for the other route (ie the price needs to be negligible if someone was to factor in the price of fuel and time to take the longer route via Silverdale). |

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| 2733 | Individual | Yes, but I suggest some changes. | I support tolling the route, but I think the proposed prices are too high. Would be happy with half the amount. |
| 2734 | Individual | No, not for this new road. | There are other toll charges in the area that are already funding maintenance, and should have partially funded the base costs of the build with no future to remove the toll charge. As petrol charges increase and in Auckland alone having regional increased fuel taxes, this should be funding these items along with already road user charges and registrations |
| 2735 | Individual | No, not for this new road. | Because Penlink will help reduce the pressure of the main highway, it enables those living on the peninsula to use it as a daily commute. Tolling would mean locals have to now have to pay each day/time which makes it very unsustainable and in turn may return to using the free route which means going back to square one - more congestion on the main highway. |
| 2736 | Individual | No, not for this new road. | The coast has become part of the greater Akld area with more housing going up all the time The infrastructure should have been considered before allowing consent to build more houses. Tolling is unfair for families who have lived in the area for years and they have had to put up with all the extra traffic |
| 2737 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Projects such as Penlink need to be very carefully considered in light of NZ's commitment to switching modes and reducing emissions. As we move to a greater proportion of travel by alternative modes, road user charging must be considered to supplement or replace FED/RUC models. |
| 2738 | Individual | No, I do not support the tolling of any new roads. | self evident we already pay towards this , more ks driven , the more the tax take ; we should not pay twice !! |
| 2739 | Individual | Yes, but I suggest some changes. | I think one price tolling would work better. For example \$2 each way regardless of where the entry point starts and finishes. Get rid of the \$8 for heavy vehicles. That's just greedy. Tolling will leave surplus money in the kitty once yearly scheduled maitnence is undertaken. What happened to this surplus money besides repairs. |
| 2740 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | User pays |
| 2741 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | If it will help get Penlink delivered quicker, then toll it. |
| 2742 | Individual | No, not for this new road. | Very simply there is a regional fuel tax/surcharge (what ever label you want to use) enforce currently and the northern suburbs are not getting value for money currently with the funds collected vs local spending! |
| 2743 | Individual | No, not for this new road. | because Aucklanders pay more petrol, rates els |
| 2744 | Individual | No, I do not support the tolling of any new roads. | |
| 2745 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | The Penlink would free up traffic along Whangaparāoa Rd and make the journey from the peninsula into Auckland a lot quicker. |
| 2746 | Individual | No, not for this new road. | Because NZTA should have made provision for roading for the number of housing going up in this Hibiscus Coast area when Penlink first proposed with public/private partnership and then if tolls may be paid for??? Also many purchased houses in this area as first homes, now young family and purse strings so tight with Govt petrol tax , no roading improvements so time taken from family and parking costs plus perhaps proposed City tax people struggling to exist even.It is unsafe to have just two lanes and a waste of tax payers money and absolutely ridiculous to think of pedestrian and cycleway as only will be used for recreation not productivity of the country which we need RIGHT NOW. |
| 2747 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2748 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support the peak/ off peak charges being different to encourage changing travel behaviors. |
| 2749 | Individual | No, not for this new road. | Penlink is a government funded road that provides benefits for its users on the Whangaparāoa Peninsula but most significantly provides benefits for easing the congestion at the bottleneck of the Orewa, Silverdale, Red Beach, Millwater, Milldale residents that are accessing the motorway at Silverdale. As many Whangaparāoa residents should be encouraged to use Penlink as possible to keep the traffic out of the increasingly bottle necked Silverdale on and off ramps. However, in tolling Penlink it will mean that residents and visitors are incentivised to use the free link, having less benefit in easing congestion in this problem area. For many residents in Red Beach and Stanmore Bay it will be about the same distance on each road and if charged of course they will take the free route when they should be encouraged to travel through Penlink at time in which there is pressure on Silverdale's infrastructure. It also seems unjust that uses of the road are the only ones to contribute to a project that has far wider benefits for many others cross the wider area that will not be paying the toll. |
| 2750 | Individual | No, not for this new road. | Penlink is important to the peninsula, and more than just a "nice to have". It has dragged on and on for so many years with so many price escalations and it should be fully funded as a necessary and justified project |
| 2751 | Individual | I am unsure. | If it is only one lane in each direction then it will be congested immediately without a toll. However it is far too expensive at \$4 in comparison with other tolls |
| 2752 | Individual | Yes, but I suggest some changes. | I agree with a toll charge BUT make it one value for all vehicles up to a certain weight ie heavy transport should pay a slightly higher rate Your budget will work it's self out ie more vehicles per day at a lower toll charge & be more friendly to all road users NB Most of your users will be from Stanmore Bay - Gulf Harbour area so don't penalise them to cover the ongoing toll charges by making them too much - some common sense needs to be applied for this project |
| 2753 | Individual | No, not for this new road. | The toll of \$4 one way is exceedingly high. That's another \$40 onto the weekly commuting cost on top of petrol which is at unprecedented high prices. It widens the inequity gap significantly between the haves and the have nots |
| 2754 | Individual | No, I do not support the tolling of any new roads. | Tolling is an unfair tax on people who live in specific areas. Either all roads should be tolled or none. Tolling would provide enhanced infrastructure only for those who can afford to use it leaving lower paid people without the same options. I fully support Penlink but it has to be fair for all. Why should users of other infrastructure projects not pay tolls when users of Penlink would? It seems arbitrary to toll some but not others. |
| 2755 | Individual | No, I do not support the tolling of any new roads. | This is ridiculous... we pay our taxes and our rates we only have one route off the coast and the traffic is terrible you can't keep building houses then till the people that were here first... \$4 at peak times... if you're doing that everyday it adds up... if you had a better public transport system people would use it? Why do we not have a train going from north to the city???? |
| 2756 | Individual | No, not for this new road. | The increase in traffic is a result of the decision to increase housing in the area, so it's the government's responsibility to also provide the infrastructure to support that. |
| 2757 | Individual | No, not for this new road. | A major benefit of the road will be to improve transit for subdivisions north of Silverdale but they will not have to pay a toll. |
| 2758 | Individual | No, I do not support the tolling of any new roads. | Things have changed in the last few years - Aucklanders are now charged a further 11.5 cents per litre. Also the main push for Penlink is the growth opportunity in Dairy Flat and Milldale. Whangaparāoa residents although benefitting aren't the sole benefits of Penlink. |
| 2759 | Individual | No, I do not support the tolling of any new roads. | |
| 2760 | Individual | Yes, but I suggest some changes. | I support tolling to ensure the road doesn't become too busy too quickly. However I think the toll should be capped at \$2 for general vehicles. |
| 2761 | Individual | No, not for this new road. | The cost is unaffordable for a young family who has to commute. Regional fuel tax was designed for this. |
| 2762 | Individual | Yes, but I suggest some changes. | I believe that it should one flat toll for the whole road not multiple toll prices and entry points. Also the toll should be used to make the road four lanes for longevity |

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| 2763 | Individual | Yes, but I suggest some changes. | No toll point at the motorway junction, only at the bridge for crossing either to the peninsula or for leaving the peninsula. |
| 2764 | Individual | No, I do not support the tolling of any new roads. | Further to my first message I am incredulous that not only do you want to build a single lane road.. idiotic!!! And to toll at nearly double any other toll for a 1 lane road,. You also want to make it only ,80kph The whole idea was to get the most traffic possible out of Silverdale for the Milkwater, Milldale, Dairy flats, back of Orewa Govt Idiots saying they to limit traffic on Weiti crossing What a load of anti pollution idiots. Why not put the \$285M petrol tax underspend into Weiti crossing |
| 2765 | Individual | No, I do not support the tolling of any new roads. | |
| 2766 | Individual | No, not for this new road. | The tolling proposal is excessive and is going to cause more disruption to Stillwater residents, we were also previously told that there would be no tolling for the Stillwater community as there was no benefit to the community just downside. |
| 2767 | Individual | No, not for this new road. | 1. How can it be tolled at more than state highway 1? 2. Council is already putting in road use taxes, and a fuel tax. 3. The benefits are not just for the people in Whangaparāoa, but in fact all the people that have saved travel time plus lessened road use on the motorway for Silverdale and milk water entries. 4 if is funded national why are we being charged locally. Surely you should do a city toll, and a harbour bridge toll then? |
| 2768 | Individual | No, not for this new road. | We already pay tolls heading north. Other people around the country don't have to pay for their road maintenance. Use the fuel tax! |
| 2769 | Individual | No, I do not support the tolling of any new roads. | Other roads have been built to serve other communities with no tolls. |
| 2770 | Individual | No, not for this new road. | As taxpayers north of the Bridge, we have contributed to the road infrastructure throughout Auckland, especially in the west, south, and east, plus the center of the City. By delivering yet another toll road to our area, I believe we are being unfairly discriminated against by the NZ Transport Agency. Suggesting that a tolled road brings more benefits to a community insults one's intelligence, especially in the light of the amount of existing taxes, etc we already pay plus the untolled new roads that have been constructed in the other areas of Auckland: think Waterview Tunnels. It is the non-tolled roads that bring benefits. To suggest otherwise goes against all logic. Any toll on this road, let alone a toll of \$4.00 each way, is totally unfair when compared to the existing toll structure on the other roads in the north region of the City and is a further insult. I don't believe that the "Penlink Now" organisation supports a toll as attributed to Ms. Fitzgerald. Certainly, the vast majority of Whangaparāoa residents that I have polled are against it. |
| 2771 | Individual | No, not for this new road. | Nowhere else in NZ do you need to pay a toll for the upkeep and maintenance of a road. If the toll was temporary to pay for the construction of the road I may have found it reasonable, but not for maintenance. Also, it has to be fair with what is done with other roads in NZ. Is there not a strong enough business case to justify its build. If there isn't, don't do it, if there is then treat it like any other important road in NZ. |
| 2772 | Individual | Yes, but I suggest some changes. | I agree to a toll but feel this is far to expensive for both ways. |
| 2773 | Individual | No, not for this new road. | A lot has changed since 2006. Tolling was only mandated for construction not maintenance. We are already paying a fuel tax, as well as the government receiving record levels of income tax. This road will relieve congestion from all of the Rodney area therefore it is inappropriate to only toll those on the peninsula. |
| 2774 | Individual | No, not for this new road. | This proposed road is a basic infrastructure need that for construction and maintenance should be funded by taxes. Other users, for example those more west of the Whangaparāoa connection would benefit due to reduced congestion. |
| 2775 | Individual | No, not for this new road. | Other new roads in Auckland aren't Toll so why should this one be. Not like it is a tunnel |
| 2776 | Individual | No, not for this new road. | The toll proposed is way too high. I thought that the purpose of Penlink was to alleviate congestion around Silverdale so you should be encouraging people to use it not put people off using it. |
| 2777 | Individual | Yes, but I suggest some changes. | Firstly, the proposal to only build this road with TWO lanes for road traffic, is LUDICROUS in the extreme. Amongst many examples you only have to look at the Harbour Bridge which was very soon overwhelmed and with only TWO lanes the same will NO DOUBT apply to this road with the additional cost/disruption that this will entail. Much cheaper to build it properly IN THE FIRST PLACE. Not withstanding this, it will only take one major accident which regrettably inevitably will occur given the multiple on/off exits planned for the whole road to grind to a halt, not withstanding the access required for emergency vehicles being able to use only ONE lane to attend to this event. I would be happy to pay any tolls provided that the road was a minimum of THREE lanes which could use dynamic lane signals but preferably FOUR lanes to allow for future growth which when this connection is completed will inevitably follow. Much cheaper to build it properly NOW !!!!! |
| 2778 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I worked for Rodney District from 2003 to 2008 when this road was urgent, overdue and to be fully funded by tolling. This consultation is akin to surveying turkeys about the benefits of bringing Christmas forward. You are now offering Govt funding to build the project and only tolling for maintenance - with the option that if tolling does not progress this will instead come from the national funding bucket. If there is no direct impact on the project proceeding if tolling is not supported then of course the consultation will overwhelmingly oppose tolling. But we know you will introduce tolls even if 95% oppose so a 'no-win' situation for NZTA. I fundamentally support tolling as a funding mechanism and as a means of managing peak demand. Ticking the 'Yes' box is the only way I can register this. |
| 2779 | Individual | No, not for this new road. | It would only be residents being tolled when more/other people benefit from this project. As in reduced traffic at the Silverdale intersection. |
| 2780 | Individual | Yes, but I suggest some changes. | The price is way too high for standard vehicles, the stretch of road doesn't warrant such a high toll nor do I feel that standard vehicles should be tolled for this road. This road will make such a huge difference for so many people but having to pay such a high price may deter them from using it. I understand implementing a toll for heavy vehicles though. |
| 2781 | Individual | No, not for this new road. | The cost of \$4 per ride is ridiculous. If you want people to use the "7km" bridge then drop the cost or have no toll at all. How long will the charge for toll and then start making a profit out it. |
| 2782 | Individual | No, not for this new road. | A question for you! Transmission Gully will not be tolled- full stop! Considering people on the Whangaparāoa coast have to commute to Auckland city for work each day a toll on Penlink would cause them undue hardship. Why should the Wellingtonians get access to a free new motorway[at a much greater cost to the tax payer] and not the Whangaparāoa Peninsula citizens of Auckland! We need this alternative route now! Tolling Penlink is absurd. Also Penlink must be at least 2 lanes wide each way- obviously! |
| 2783 | Individual | No, not for this new road. | It's not the road we need (4 car lanes due to increased housing developments on the coast). It's also obvious that we don't learn from history and are doomed to repeat the same mistakes (re: harbour bridge). |
| 2784 | Individual | No, not for this new road. | Cannot see why people of Whangaparāoa should be charged owing to the fact that the council builds hundreds/thousands of houses without sufficient infrastructure. |
| 2785 | Individual | Yes, but I suggest some changes. | Must be affordable for all Hibiscus Coast residents and not price people out of using it five days a week. I would suggest using it Monday - Friday during peak times (10 trips per week) should cost no more than \$20 per week. |
| 2786 | Individual | Yes, but I suggest some changes. | Must be affordable for all Hibiscus Coast residents and not price people out of using it five days a week. I would suggest using it Monday - Friday during peak times (10 trips per week) should cost no more than \$20 per week. |
| 2787 | Individual | No, not for this new road. | The use of this new road will be reduced if tolled defeating its purpose |
| 2788 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think tolling is an appropriate way to fund the ongoing maintenance. |
| 2789 | Individual | No, not for this new road. | If the Penlink becomes a toll road it's very likely people will not use it at peak times in favour of the free route and this will not help traffic congestion as planned and the Penlink may become a mostly unused expense. |

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| 2790 | Individual | Yes, but I suggest some changes. | I am prepared to pay a toll if there is four lanes in each direction. |
| 2791 | Individual | No, not for this new road. | 1. Originally it was to be a PP partnership in which case tolling would be appropriate. Construction and planning is now to be government funded. Maintenance and operation costs should also be government funded like other NZ roading. 2. A portion of the Auckland fuel tax was going to significantly fund Penlink. Why has this funding been diverted to NZTA? 3. If there is to be a toll then the proposed \$4 at peak times is too high. The Northern Gateway is \$2.40 in comparison. In addition there is a possibility of congestion charges for those coming into Auckland. Is this not double dipping??? |
| 2792 | Individual | No, not for this new road. | There are already enough taxes for using vehicles in Auckland. We paid to use the harbour bridge for years. |
| 2793 | Individual | No, not for this new road. | Auckland is already paying extra at petrol stations |
| 2794 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2795 | Individual | No, not for this new road. | Further charging residents for overdue infrastructure projects that they already pay for via taxes, rates, and Auckland fuel tax seems wrong. |
| 2796 | Individual | Yes, but I suggest some changes. | I support tolling the road but keep the price to a minimum of \$4 flat rate, do not support peak and off peak hours, it should be 4 lanes waste of time and money and false economy any less. |
| 2797 | Individual | No, not for this new road. | It's not a motorway and it's not 4 lanes as it should be from the start. |
| 2798 | Individual | Yes, but I suggest some changes. | The return toll from Whangaparāoa Rd to SH1 of \$4 each way is too high. If people will use this to commute they are obliged to use it at peak times, and \$8/day is unreasonable. |
| 2799 | Individual | Yes, but I suggest some changes. | Think the peak time costs are too high, especially for heavy vehicles, should be the same or at least \$2 cheaper than the proposed amount. |
| 2800 | Individual | No, not for this new road. | There's enough money in the bank gained by fuel tax in Auckland, \$285 Million unused. Maintenance cost can be covered from that |
| 2801 | Individual | No, not for this new road. | It is needed due to the developments around Silverdale which I am sure are producing increased income to the government. The ferry service is also useless so we need to use the roads causing increased traffic. |
| 2802 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Best chance that Penlink will be built. Any review is a chance that a decision to postpone or cancel the project is more likely |
| 2803 | Individual | No, not for this new road. | The planned road is full funded by the government and it is also inevitable that there will other tolls that will be in place in the city which will hit Hibiscus Coast residents twice. PLUS we have been hit with a fuel tax which the rest of the country does not pay. |
| 2804 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I support Tolling Penlink although I can understand how the method preferred could become confusing. |
| 2805 | Individual | No, not for this new road. | It is only a 2 lane road and tolling will reduce its main intention to provide an alternative route for a relatively small number of the area population. |
| 2806 | Individual | No, not for this new road. | Aucklanders are already paying fuel tax to cover the cost of road projects. Adding this along with increasing fuel prices and cost of living is too much. I think this cost would pose a barrier to many and result in it not being used for daily commuting by most people. |
| 2807 | Individual | No, I do not support the tolling of any new roads. | We pay enough tax already, and the govt is still wanting more tax payers money. |
| 2808 | Individual | No, I do not support the tolling of any new roads. | Definitely unfair. The subject of a toll North of Puhoi has now off the table. It should be all or nothing. |
| 2809 | Individual | No, not for this new road. | We have waited a long time and other roads in nz don't have tolls like the city tunnels so we shouldn't either |
| 2810 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | |
| 2811 | Individual | No, not for this new road. | As a Stillwater resident I believe there is very little benefit to us. Three tolling points is excessive, there should only be a single tolling point on the bridge for those using the bridge to get to Whangaparāoa. This is beneficial to Whangaparāoa residents but NOT to those that live in Stillwater. |
| 2812 | Individual | No, not for this new road. | Putting three tolling points is outrageous. We can understand one tolling point on the bridge for those wanting to use it to access Whangaparāoa. We are opposed to a toll from Stillwater to Auckland City (town). |
| 2813 | Individual | No, I do not support the tolling of any new roads. | The Penlink will be constructed to help residents connect better to their work/school. If there will be toll, let residents have a toll free card |
| 2814 | Individual | No, not for this new road. | \$1 per pass seems not expensive. But what about one person pass 2-3 times and 2-3 people in a family need to do that? That means family living there need to cost around \$100 monthly to get on to the state highway only hundreds meters away from their house. |
| 2815 | Individual | No, not for this new road. | I don't think the Stillwater residents should have to pay tolls on a road that is not wanted, building will disrupt our lives and it will destroy our scenery and serenity. It should be tolled at the stanmore bay end as those commuters are the ones ultimately who benefit |
| 2816 | Individual | No, I do not support the tolling of any new roads. | It is a basic requirement of the NZ government to provide a viable roading network. |
| 2817 | Individual | No, not for this new road. | From what I can read, Stillwater residents now have to pay to go to and from Stillwater, regardless of which way we use? I'm totally against the Penlink going through Stillwater at all, the appeal of this community was it's quiet, tucked away feel. Absolutely gutted to now see I will have to pay for something I'm completely against. |
| 2818 | Individual | Yes, but I suggest some changes. | The MAXIMUM charge should be not more than \$2 |
| 2819 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | It's fair to use tolling for maintenance and not get it from taxpayer's money. |
| 2820 | Individual | No, not for this new road. | The Whangaparāoa Peninsula is a gorgeous coastline suburb in northern Auckland. It is relatively isolated compared to other suburbs due to its unique geophysical location. The peninsula lacks a pivot short way connecting to Auckland's main towns and locals, and local motorists and commuters heavily rely on the narrow two-traffic lines to come in and go out of the suburb, which has caused serious traffic chaos and a considerable amount of time waste at the peak time. Penlink infrastructure will greatly ease the worsening traffic congestion in the future, and it will also boost the local population growth, business activities, employment opportunity, and investment in local real estate. The potential economic benefits may offset against the huge costs of the project and future maintenance. Therefore, I vote against this tolled road. |
| 2821 | Individual | No, not for this new road. | Charging 4 dollars Per trip is daylight robbery. Cost is too high. I will not use the road at that price, would consider using it perhaps at two dollars, but price must be fixed. fuel tax and increasing fuel price and toll, no way would most people be able to afford, particularly with increasing inflation, increasing mortgage interest rates etc. Also...effect of Covid on economy, jobs, health, etc. Absolutely crazy to think of tolling. |
| 2822 | Individual | No, not for this new road. | Use of Penlink should be free. We Aucklanders are paying petrol tax to fund these projects for Auckland |
| 2823 | Individual | No, not for this new road. | Auckland are paying fuel tax that was meant to be used for transport within the Auckland area, so far only half has been allocated to work. |

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| 2824 | Individual | No, I do not support the tolling of any new roads. | The money is there for this road and up keep should not be put on the Auckland users. Enough Taxes being paid already. This road should have been finished ready to use now. |
| 2825 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it is important for the route to be tolled in order to manage demand and reduce congestion. Additionally I think measures to control demand will be valuable in the event that the route is used for rapid transit services (an extension of the NX2 to Whangaparāoa). |
| 2826 | Individual | No, not for this new road. | The tolling system is pricy and extremely complicated. It seems that only wealthy people would benefit from this road. Also, it seems to penalise working people who actually have to use it to earn a living. We are heavily taxed in Auckland by the council as it is. |
| 2827 | Individual | No, not for this new road. | Well- why is this road being toll only- if revenue is an issue- toll should be on most of the motor ways instead of certian selected road |
| 2828 | Individual | No, not for this new road. | It's already been down scaled from 2 lanes each way to single lane each way, which is so historically typical in Auckland I can't believe we are still making these idiotic half assed decisions just to save some coin in the short term as usual.. Then they want to charge us up to 8 dollars a day return trip to use the undersized little road we have all been waiting for and promised for over 20 years now, what a joke. |
| 2829 | Individual | No, not for this new road. | It is now government funded. The maintenance should be minimal for 20 years if built to an acceptable standard. |
| 2830 | Individual | No, not for this new road. | The government is paying for construction of the road and maintenance should also be covered by them from so called targeted taxes already collected, eg the regional fuel tax! |
| 2831 | Individual | No, not for this new road. | I don't live in that area but it seems extremely unfair to the people who live in that area. Are we going to pay for any new road built from now on? If not, why we need to penalize those people in that area? |
| 2832 | Individual | No, not for this new road. | The peninsula has expanded greatly without any consideration for the lack of road infrastructure. If there is an accident in one particular part the whole peninsula is cut off. The new bridge will also ease congestion on the motorway junction at silver dale and dairy flat, it's not fair to expect the toll road users to pay for that as well. |
| 2833 | Individual | No, not for this new road. | It's been planned for over 40 years and is no longer a want but now a need as the population explosion has occurred on the coast and roading has not kept up!!!! |
| 2834 | Individual | No, not for this new road. | Needs to be 4 lanes not 2 for future growth. |
| 2835 | Individual | No, I do not support the tolling of any new roads. | Tolling new roads makes it easier to spread highways throughout NZ and encourages urban sprawl. Penlink will enable massive new development along route and for that reason I do not support the road, tolled or otherwise. If there is any form of novel cost recovery it should come from property developers. Also if the road is tolled the anticipated reduction in Whangaparāoa traffic through Silverdale may not take place. |
| 2836 | Individual | No, not for this new road. | Other road users don't have to pay for their road maintnance. We already pay for using the northern toll road. A lot of the problems on Wgr Rd stem from the development of Millwater, Milldale |
| 2837 | Individual | I am unsure. | Its seems North Auckland is unfairly targeted with Tolls. We have the current toll on the Motorway near Orewa, the new motorway past Warkworth is going to be tolled and the 7km Penlink will be tolled, Why is Transmission Gully (27km) not being tolled. It seems like discrimination based on locality. I am happy to pay for quality and timliness, but why is only one location in NZ unfairly targeted. |
| 2838 | Individual | No, not for this new road. | decades of lack of planning by local government around access to the peninsula should not result in a toll to residents or users. |
| 2839 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it's fair that the users of Penlink contribute to the cost as it will serve only a small proportion of the country's population |
| 2840 | Individual | No, not for this new road. | Residents travelling to and from work should not be expected to pay for tolls. |
| 2841 | Individual | No, not for this new road. | We pay Auckland rates on the coast that primarily benefits the city dwellers. This is something which is needed to help the growth of this area and ease transportation woes. We should not need to pay further to receive what other areas of Auckland get. |
| 2842 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | As this is not a national highway I believe that those who use it should pay. It is similar to the old Tauranga toll road |
| 2843 | Individual | No, not for this new road. | |
| 2844 | Individual | No, not for this new road. | This road is required and has been proposed for 20+ years. To make out a toll road is unfair and also 3 toll points over the top! I have lived just off ECRoad for 20 years so am not on the peninsula but realise this is an important rd to ease the massive congestion in Silverdale. Which again no thought has been put into the effects of large housing subdivisions in the area |
| 2845 | Individual | No, not for this new road. | Already pay a regional fuel tax which was earmarked for Penlink. The future growth of the area around Milldale and dairy flat and will assist traffic congestion by diverting Whangaparāoa traffic from using the Silverdale motorway exit. Toll charges of \$4 one way for a 7km stretch of motorway is absolutely outrageous! |
| 2846 | Individual | No, not for this new road. | We're already paying regional fuel tax. Surrounding areas benefit, even if they're not using it - less congestion in Silverdale, Milldale, dairy flat, Albany. Proposed cost (\$4 each way for private vehicles) extremely excessive. We don't even have footpaths, many roads are narrow, windy and have open drains instead of kerbs and footpaths. Yet we're paying the same rates as those that have all these amenities. A lot of Whangaparāoa residents are on tank water - we're charged outrageous "estimated" waste water charges, our water carriers are already expensive, specially when watercare shuts off the local filling stations (EVERY year). A toll road is going to add to our costs for basic necessities. Please treat us fairly - just the same as every other suburb in Auckland Supercity. No toll road!! |
| 2847 | Individual | No, not for this new road. | Government has approved the cost for construction and maintenance should be covered in the same way other roads are covered. |
| 2848 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | I think it is fair |
| 2849 | Individual | No, not for this new road. | Wisdom says make Penlink 4 lanes, or even 3 with. Flush median for peak traffic....2 lanes is very shortsighted. If this was done a toll may have more favour. |
| 2850 | Individual | No, I do not support the tolling of any new roads. | |
| 2851 | Individual | No, not for this new road. | I think the tolling prices are too high but am not against some form of toll, could it not be less in you are a resident of the peninsula? |
| 2852 | Individual | No, not for this new road. | To ensure that everyone wanting to use the road will be able to without worrying about the toll cost. The congestion in Silverdale and on the Whangaparāoa Road needs to be alleviated and accordingly we need every driver possible using the new road. |
| 2853 | Individual | No, I do not support the tolling of any new roads. | We already pay tax to cover this cost |
| 2854 | Individual | No, not for this new road. | |
| 2855 | Individual | No, not for this new road. | Penlink will shorten travel times for an entire region by taking the load off Silverdale interchange and Northern MW so unfair to only charge a few. Benefit will be lost if minimal use due to toll. So Waka Kotahi will be forced to spend more money on Silverdale so no saving from toll. As entire region benefits should use a region charge method like fuel tax. |
| 2856 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Quite happy to pay toll for the convenience. Although it looks a bit complicated, it seems fair. Consider concession ticket options |

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| 2857 | Individual | I am unsure. | Whangaparāoa is dangerously isolated in the event of a natural disaster and/or road accidents/blockages so Penlink should be treated as a critically essential escape route for Health & Safety Legislation reasons. Consequently, Penlink, should NOT be Tolloed in the same way Wellington's Transmission Gully Road will not be Tolloed. Both will provide essential escape routes for thousands of citizens and should have been built years ago. It is not a luxury. |
| 2858 | Individual | No, not for this new road. | I am at Weiti bay , we already paid the cost for new road which connect east coast rd to Weiti bay . I don't think resident in Weiti bay need pay this ectra. Cost . |
| 2859 | Individual | No, I do not support the tolling of any new roads. | We have waited years for Penlink and have had to put up with the construction. Why should we have to pay even more? |
| 2860 | Individual | No, I do not support the tolling of any new roads. | It is not fair. |
| 2861 | Individual | No, not for this new road. | Government need to provide maintenance cost as well if they are going ahead to build the road. Seems irresponsible to build but no money to maintain it. |
| 2862 | Individual | No, I do not support the tolling of any new roads. | I think roading costs should be included in petrol road tax or mileage fees. |
| 2863 | Individual | No, not for this new road. | We already pay an extra road tax known as the Regional Fuel Tax. The planned road will soon be overloaded and it should be built as a four lane link. |
| 2864 | Individual | No, not for this new road. | We already pay for roading in our rates ,car registration and petrol taxes especially in the Auckland area. With nothing to show but plenty of money to pay for survey. |
| 2865 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Better traffic, better business opportunity better living experience, good for local resident |
| 2866 | Individual | No, I do not support the tolling of any new roads. | We already pay taxes, petrol tax etc and life is just getting ridiculously expensive. It should be funded by government |
| 2867 | Individual | No, not for this new road. | this will add extra financial pressure to families, those who choose a more affordable property in the area, extra \$2500 per vehicle annually (2 cars per household - \$5000). Based on travel time difference + cost of gas/charge these are unjustified expenses. |
| 2868 | Individual | No, I do not support the tolling of any new roads. | Tolling of Roads in New Zealand: Where is the logic for the introduction or not of a toll road? Just because it is a new road it then has the possibility of being tolled? There are toll roads in Tauranga now and yet the new roads into Hamilton are toll free. The new Puhoi to Warkworth road has been designated as toll free and yet the "suggestion" of tolling the Penlink is being mooted. Who will be using the Penlink as opposed to the new Puhoi to Warkworth road? One imagines predominantly it will be residents of Whangaparāoa, Silverdale and other areas that it is being designed to relieve of the existing traffic congestion, as opposed to the Puhoi new road being utilized by those living anywhere North of Orewa, stretching to Cape Reinga. Why is the Penlink being proposed for tolling and the Puhoi link not? The suggestion that the proposed Penlink toll is to be used on maintenance is nonsensical as accordingly, the volume of traffic currently flowing through the existing thoroughfares (and ensuing wear and tear incurred) will be directly reduced in proportion to the Penlink users' volume. Pleease, Auckland already has the highest fuel rates in NZ and yet we are being asked to further dig into the seemingly endless reserves of personal funds. I am vehemently against the tolling of this or any other new road, particularly in Auckland. We endured the tolling of the Harbour Bridge for 25years until it could no longer be justified, let's not have another rerun of that. |
| 2869 | Individual | No, not for this new road. | Penlink is fully funded by goverment now, no reason to toll now. |
| 2870 | Individual | No, not for this new road. | I believe that road will be used mostly by people doing businesses, school and work related. I guess it will be burdensome if I have to go to office and pay the toll everyday back and forth to avoid the traffic delays. |
| 2871 | Individual | No, not for this new road. | because the amount of tax that has been taken from us should surely have been enough to pay for this by now. The fact that this has been promised for decades and each time it gets diverted to different projects. inflation has risen so the cost of living is just about unsustainable |
| 2872 | Individual | No, not for this new road. | I don't believe it's an appropriate or intelligent solution to simple tax or 'toll' citizens to pay for everything, this road is no exception. And in particular it is sour for this road due to its drawn out history. |
| 2873 | Individual | Yes, but I suggest some changes. | The proposed tolling charge is too high, and if council goes ahead with their proposed congestion charge for city center then the residents of Whangaparāoa going to city have to pay toll twice, which is not fair. In that case toll on Penlink is unacceptable. |
| 2874 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options. | Just needs to be done |
| 2875 | Individual | No, not for this new road. | I feel like up here we are penalised already - there's a Hibiscus Coast Motorway toll and now this, we need this and have needed it for many many years, now that it's actually a possibility we may NOT be able to use it as we can't afford to. You may find that happens for a lot of people, they won't use it because they can't afford to! |
| 2876 | Individual | No, not for this new road. | With Puhoi tunnel tolled just down the road, I don't think it fair we have another tolled road. We all pay tax so maybe the toll roads should be spread around the rest of the country. It's extremely expensive to live at the moment and this is just one more expense. |
| 2877 | Individual | No, not for this new road | The price of petrol is escalating, a large part of that price is comprised of tax to be used to maintain roads, as pensioners we will battle to visit our grandchildren regularly with this additional expense. |
| 2878 | Individual | No, not for this new road | If Penlink was going to be a four lane project, which would be adequate for the growth in housing and resultant traffic from the peninsula, then I would agree to a road toll, but not for 2 lanes which is the same as for any connecting untolled road. |

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| 2879 | Individual | No, not for this new road | I purchased in Stillwater aware that the Penlink was proposed to be built, and that the proposed plan was the designation for one tolling point on the bridge. At \$3 in either direction for Stillwater during peak hours, Penlink would be the most expensive toll in the country. This does not seem equitable. Our Stillwater Community would have all of the negatives of Penlink (construction, ongoing traffic noise, environmental impacts) and is being charged the most per km for using the road. This does not seem equitable. Many of our Stillwater children are part of sports teams on the Hibiscus Coast - a parent who comes from the city into Stillwater to pick up children and back onto Penlink to go to the coast would be being charged \$6 (one way) for travelling the same distance on Penlink as someone from Whangaparāoa Peninsula who would only be charged \$4, this is not equitable. My biggest concern is about the Penlink pushing traffic onto Spur Road from the Peninsula - taking this route would still save time for Whangaparāoa residents and would save them \$480 a year based on the current proposal, assuming they use this route to commute to and from work. Spur and duck creek roads road have previously been very quiet rural roads. The only traffic jam was getting stuck behind the rubbish truck. We will not even be able to maintain our current use of our local roads, and will have increased traffic flow on what was previously a road used nearly solely by locals. We will be inheriting Whangaparāoa traffic to no be if it of our community. Stillwater residents can and have been stuck in the village when there has been an accident or tree down on Spur Road and yet the viable alternative route is proposed to be charged in both directions, once again equity is an issue when you compare the services available to Stillwater with other parts of Auckland. The challenge of one road in/out makes Stillwater different to the Peninsula and charging us for using our only alternative route does not seem equitable. Stillwater community has no option to use public transport to ease congestion on the roads and yet our toll prices are proposed to be almost as high as the Peninsula who do have this option available to them. This does not seem equitable. Furthermore, this extra traffic will cause deterioration to an already under maintained road, and those who don't live in the area are well known to struggle with the windy drive, slowing down traffic and many crashes have been witnessed. I don't think our two way single lane road will tolerate the extra traffic of those getting off a stop early, let alone the amount of traffic that will be diverted when there is a breakdown or accident on the Penlink. This will be a detriment to our community. Penlink is being built to ease congestion for building more in Dairy Flat/Silverdale and Stillwater/Whangaparāoa are proposed to be charged to ease congestion for those areas, once again this does not seem equitable as a few people are being charged a lot, as opposed to many people being charged a little if it were not tolled. I am concerned that the peak costs effectively amounted to a congestion charge - many of us (and Whangaparāoa) have no option but to travel at these times to get to work/get the kids to school on time. I would rather not have the Penlink in my community at all as I don't see any advantage to myself and my family. To be charged a fee for this detriment to our peaceful rural community is ludicrous. If we have to have this built to ease communities around us, at least let us have some small benefit, and not charge our community above and beyond those for who this bridge is really being built for. |
| 2880 | Individual | No, not for this new road | Hibiscus Coast residents already paying a lot through a Regional Fuel Tax. If Penlink tolled people will use old route through Silverdale causing more traffic congestion with Milldale housing developments. Also present Labour gov't campaigned on delivering Penlink "Toll Free". |
| 2881 | Individual | No, I do not support the tolling of any new roads | If all road user charges were collected there would be plenty of money to pay for roading. R.U.C. needs to be part of W.O.F and C.O.F |
| 2882 | Individual | No, I do not support the tolling of any new roads | I would use the road everyday for work and pay enough in taxes as it is - i would not be able to use it if it was tolled for affordability reasons |
| 2883 | Individual | No, not for this new road | Hibiscus Coast residents already paying a lot through a Regional Fuel Tax. If Penlink tolled people will use old route through Silverdale causing more traffic congestion with the housing developments like Milldale. |
| 2884 | Individual | No, not for this new road | The charges suggested for Stillwater residents where I live is very high. I am also in the direct path of it. |
| 2885 | Individual | No, I do not support the tolling of any new roads | Aucklanders pay the highest road taxes in the country including the council transport infrastructure tax. A significant proportion of road tax collected through petrol taxation is spent outside of the Auckland area. We are not a bottomless source of money. Taxpayer funded roads must remain free for all taxpayers. Road tolling is additional tax that Kiwis can't afford in the current economic climate. |
| 2886 | Individual | No, not for this new road | Funding for construction and maintenance is already well provided for from Regional (Auckland) fuel excise tax - 11c per litre, by government excise duty on petrol - 77c per litre, Road User Charges for heavy vehicles, and from local body rates on residents' homes. Because planning and construction design commenced 20 years ago by qualified roading - civil engineering companies, use of those designs will negate needing to follow that process yet again. And maintenance costs can be kept minimal by using the top line methodology developed by the ASM - Auckland Systems Management team who now maintain Auckland's motorway network. To suggest new additions, please consider a full interchange at the SH1 motorway junction as much traffic will still need to access the motorway north and to shop, refuel at BP Dairy Flat or to access SH 16 and the area west of Silverdale/Dairy Flat. It must be noted that toll collection costs use up 20% of the money collected. Inefficient. |
| 2887 | Individual | No, not for this new road | The proposed costs are too high. I live in Stillwater and it seems excessive to have to pay \$6.00 a day for a return trip. Stillwater residents were always told we would not be tolled. I think a much more reasonable \$1-\$2 toll is fairer than one so high when people are already paying excessive amounts for petrol which has a tax on it in Auckland which should be getting used for projects like this. The northern gateway isn't this high for tolling and that is a state Highway. |
| 2888 | Individual | No, not for this new road | I live in Stillwater village and feel the proposed tolling is inequitable for Stillwater and surrounding residents. It is the highest toll in the country for a 2 lane toll road. A few people would be paying a lot for the use of the road as opposed to many people paying less. The toll points are disadvantageous to Stillwater residents. Environmental noise limits are no longer tabled in the proposal. Environmental impact as a whole needs to be addressed and mitigated. The impact of Penlink construction will be of the most disruption to Stillwater residents. Travelling times to use Spur Road will be increased meaning getting to school, work and appointments will take longer. As will the return trip home, meaning longer work days. Vehicle upkeep will be impacted. The alternative route has no proposal for improvement and maintenance and is likely to be used increasingly by Whangaparāoa drivers instead of them travelling the whole tolled route. I note the word COULD is used when stating that the proposed toll could be used for the maintenance and upkeep of Penlink. Sounds like lawyer speak to me. It either is or it isn't. Obviously the word WOULD should be the operative word. As in, tolling of Penlink would be used for the maintenance and upkeep of that section of toll road and bridge. |
| 2889 | Individual | No, not for this new road | I am a resident of Stillwater and the gain for me having this new road is minimal. I may gain a few minutes on a trip to town, however this is at a financial cost, an also an environmental cost that is in my view unnecessary. I have been told in the Community Meeting by Waka Kotahi that the toll road is to ease congestion from Silverdale connection, therefore the residents of Stillwater (and Whangaparāoa) are paying for easing congestion to several thousand residents in the new Milldale, Ara Hills, Pacific Heights and Millwater subdivision. There is no cost for these individuals to gain access to the motorway, but there will be for us. |
| 2890 | Individual | No, I do not support the tolling of any new roads | Residents and businesses have been paying petrol tax, RUCs for years and more recently the regional petrol tax. These taxes are all supposed to be used to construct and maintain roads. To charge a toll for the Penlink road is unfair and means users will be paying twice. It also needs to be FOUR lanes! Forget the cycleway which in that location will be totally underutilised. NZTA need to waive the cycleway policy in this case. Instead apply the cost of the cycleway to four vehicle lanes which will have a far greater effect on reducing congestion and reducing emissions. I would even accept tolling if it is FOUR lanes. |
| 2891 | Individual | No, not for this new road | Its now fully funded so tolling not needed, and the added regional fuel charge should go towards the upkeep. Future congestion charge will result in paying twice. Adding a toll to reduce congestion will cause added congestion at Silverdale. A higher peak toll to reduce congestion is admitting 2 lanes is not enough. |
| 2892 | Individual | Yes, but I suggest some changes | Toll is too high. It is causing resistance. |

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| 2893 | Individual | No, not for this new road | At \$3 in either direction for Stillwater during peak hours, Penlink would be the most expensive toll in the country - with equity being a key principle of the Waka Kotahi proposal, this does not seem equitable. Stillwater Community would have all of the negatives of Penlink (construction, ongoing traffic noise, environmental impacts) and is being charged the most per km for using the road. Many of our Stillwater children are part of sports teams on the Hibiscus Coast - a parent who comes from the city into Stillwater to pick up children and back onto Penlink to go to the coast would be being charged \$6 (one way) for travelling the same distance on Penlink as someone from Whangaparāoia Peninsula who would only be charged \$4 for the same distance, this is not equitable. Stillwater residents can and have been stuck in the village when there has been an accident or tree down on Spur Road (it is not unknown to have to walk across fields) and yet the viable alternative route is proposed to be charged in both directions, once again equity is an issue when you compare the services available to Stillwater with other parts of Auckland. The challenge of one road in/out makes Stillwater different to the Peninsula and charging us for using our only alternative route does not seem equitable. Stillwater community has no option to use public transport to ease congestion on the roads and yet our toll prices are proposed to be almost as high as the Peninsula who do have this option available to them. Penlink is being built to ease congestion for building more in Dairy Flat / Silverdale and Stillwater / Whangaparāoia are proposed to be charged to ease congestion for those areas, once again this does not seem equitable as a few people are being charged a lot, as opposed to many people being charged a little if it were not tolled. The peak costs effectively amounted to a congestion charge - many of us in Stillwater (and Whangaparāoia) have no option but to travel at these times to get to work/get the kids to school on time. |
| 2894 | Individual | No, I do not support the tolling of any new roads | We already pay extra tax in the price of petrol in Auckland, and so we are penalised again if tolling goes ahead. Government needs to be held accountable about it spending using this petrol tax and use it for what it is intended for and nothing else. |
| 2895 | Individual | No, I do not support the tolling of any new roads | The road taxes and government pay for new roading or so we are lead to believe. |
| 2896 | Individual | No, not for this new road | We live in Stillwater and this road is not what we want. It will be a ugly noisy addition to our beautiful view in Stillwater. And then to use it will insure this cost to us is unfathomable. Penlink should not also take from our pockets. |
| 2897 | Individual | No, not for this new road | Its a much needed road to ease a lot of traffic congestion, such a necessity shouldn't be charged for. |
| 2898 | Individual | No, I do not support the tolling of any new roads | Enough taxes already. Aucklanders are being taxed on fuel and now proposing tolls on roads as well. No way. No more. |
| 2899 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | If it means the road is built sooner, then so be it as the new link is needed now !! |
| 2900 | Individual | Yes, but I suggest some changes | Multiple tolls are too complex. One toll for peak and one for off peak. Keep it simple. |
| 2901 | Individual | | Too complicated. One flat rate is more equitable and simpler for people to understand |
| 2902 | Individual | No, I do not support the tolling of any new roads | The only tolling roads in Auckland are on the North Shore. New roads are being put in all over Auckland and only Penlink is considering tolls. There is enough tax being collected from Auckland with the fuel tax to be taking care of maintenance etc and millions of dollars are still sitting in the council's coffers. No tolls thank you. |
| 2903 | Individual | No, not for this new road | The Silverdale on/offramp is very busy and has long queues both going on and off. Penlink will help reduce that, so benefits not only those people who use it but all people in Silverdale, Red Beach, Millwater, (Orewa to some extent). A big part of the reason is the reduced traffic flows around the suburbs that Penlink allows Whangaparāoia residents to skip. Applying a toll gets it wrong in two ways: 1) the costs is applied to users of the road and the benefits flow to the whole area and 2) those people who choose to save money by not using it further increase traffic at the Silverdale offramp. |
| 2904 | Individual | I am unsure | 1. The 4pm to 7pm period for peak rates is too long: it's not feasible to avoid those times for a return trip; 2. People heading into Auckland are heading to better paid jobs: the rates for people coming onto the peninsula to work shd be lower. 3. Have not yet seen a justification from user's perspective as to time and fuel saved. |
| 2905 | Individual | No, not for this new road | I thought the money was there for Penlink. For people travelling to work expenses getting too much. Petrol increase, insurance increases, parking costs. It all adds up. |
| 2906 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | The road needs to be tolled in order to pay for its own cost of maintenance and operation. The National Land Transportation Plan already has a large portion of its funds dedicated to purely road maintenance and renewal so any decrease or offset of these costs for new roads like Penlink is needed |
| 2907 | Individual | No, not for this new road | 4 lanes including the bridge a time limited toll as in the mount, no less, learn from your bad mistakes like Auckland harbour bridge. look at the residents soon to occupy the peninsula, the traffic the present road carries. you have sat on your hands too long, do this right. |
| 2908 | Individual | No, not for this new road | We pay a lot of money as it is for road maintenance and this is another cost to bare on road users that have little choice with only limited and non reliable public transportation. I also think the proposed costs are too high |
| 2909 | Individual | No, not for this new road | 1. By NZTA's definition Penlink is not a State Highway. It is a connector road to State Highway 1.. What other roads of this size are tolled? 2. Part of the Auckland Regional Fuel Tax was earmarked for Penlink, so we are already paying towards Penlink. 3. Tolling was initially motivated to fund the construction of Penlink, which is now being funded by Govt. The maintenance and upkeep should fall under NZTA like other roads. 4. If a congestion tax is introduced (as proposed) we would be double hit. 5. The purpose of Penlink is to alleviate congestion caused by huge development in Silverdale, Milldale and Orewa areas. So, whilst Whangaparāoia commuters benefit, we should not be the only ones paying for it. 6. What other single lane roads in NZ are tolled? If it was to be tolled, it should be a 4 lane highway. It is the responsibility of NZTA to maintain the roads - we already pay for that. 7. Please reconsider building cycle/walkways (as they can't go anywhere at the end of Penlink where it joins SH1 anyway) and use the money to build 4 lanes to accommodate public transport. To exclude this absolute necessity in favour of cycle/walkways, which are nice-to-haves, is crazy. Do it properly the first time while the economies of scale can be optimised. |
| 2910 | Individual | No, not for this new road | |
| 2911 | Individual | No, not for this new road | This is a civil right to be able to access Auckland. The Ferry service is a joke, it doesnt turn up or cancels on days when it doesnt need to, It uses sub par ferries. So driving is the only real solution, which is 50mins without traffic into Auckland, with traffic up to 2.5 hours. This cuts out all of the Silverdale traffic. It should be built to accommodate a train line once Auckland gets with Australia on public transport. You want cars off roads, a train line up the northern passage is the only answer. But this infrastructure should come out of our taxes and rates, otherwise what do peninsula folk get for their money, nothing. Improve the ferry service, build a 4 land Penlink with potential for a future train service, that buses can use in the mean time. It's not asking for much when so much money is being WASTED on Gentrifying Auckland City. Infrastructure should have been built with that money and then focused on making it look more modern in decades to come, they have the wrong priorities. Short term wins doesn't help the people stranded on the peninsula. Tolling us is really offensive. |
| 2912 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | I am happy to pay a toll for better travel times, tollong worked for the Bay of Plenty, so it should work for Auckland |
| 2913 | Individual | No, not for this new road | The proposed tolls are excessive when there are already a high number of local tolls with even more being proposed in the near future. Locals are hit by the regional fuel tax and generally have long commutes. I currently commute to work on the shore and without tolls am spending nearly 10% off my gross income on travelling to and from work. This would disadvantage the high number of low income families in the peninsula that live there because of some of the cheaper housing options available but have very limited options in terms of public transport. |

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| 2914 | Individual | No, not for this new road | I do not support any tolling of Penlink given that we are paying regional fuel tax already and there no toll roads in any other district of Auckland's new roading. Traffic is horrendous along the peninsula, it's turning into another Devonport. The Silverdale Interchange is often entirely grid-locked and still there are new houses being built everywhere in the area, such as the large scale growth in Milldale. Commuting by ferry via Gulf Harbour is also becoming worse, ferries being constantly cancelled, breaking down and not always replaced by busses. It's so unreliable and expensive. The proposal to toll Penlink indefinitely is just not acceptable. It will take pressure off the rest of the motorway network and new dairy flat industrial zone but Whangaparāoa residents are meant to pay for this. There's a high likelihood that a congestion charge will be introduced in Auckland and Whangaparāoa residents will then be hit twice. The proposed tolls are also too high. Living costs have escalated so much that there is no room to pay any additional fees. Building Penlink as only one lane each way is also incredibly short-sighted. |
| 2915 | Individual | No, not for this new road | Like all other construction works in New Zealand, the project is completely unconvinced by astronomical construction costs and taxes and various additional costs incurred by the construction period. Related public officials should be able to study, learn, and accept cases in other countries. If an international bid is made for such a construction, it is thought that related costs and duration can be innovatively reduced. |
| 2916 | Individual | No, I do not support the tolling of any new roads | Access to the Whangaparāoa Peninsula was not congested in the early days. Govt allowed expansion beyond the capacity of existing infrastructure. It's unfair to tax residents to bring it up to scratch. Some won't be able to afford the \$40 weekly tolls when commuting. |
| 2917 | Individual | No, I do not support the tolling of any new roads | |
| 2918 | Individual | No, I do not support the tolling of any new roads | I pay a fortune in fuel taxes, road user charges, Auckland Council levies and then on top of those taxes I pay yet another tax called GST - I do not believe that any state road should be subjected to yet more tax, |
| 2919 | Individual | Yes, but I suggest some changes | I have no objection to a SMALL charge like the tunnels going north or even going back in time to the Harbour Bridge Having lived on the Peninsula since 1988 and having a bach here since 1970's I have waited a long time for this bridge. Am horrified at the amount of building that the Council has approved for the area when Whangaparāoa Road is just not coping with the volume of traffic. |
| 2920 | Individual | No, not for this new road | We are being taxed on petrol within Auckland. There are no other parts of Auckland being tolled for new builds. We are already tolled on the Puhorū tunnel. Enough is enough. The powers that be should be foresighted enough to put in 4 lanes, not 2. This will soon be as clogged as the Silverdale exit from the motorway during peak hour traffic. Why a shared bicycle and walking lane when only 2 lanes? Where is the town planning on infrastructure? |
| 2921 | Individual | Yes, but I suggest some changes | I agree with the \$4 during peak times, however feel it should only be \$2 for off peak travel. This would provide more of an incentive for off peak travel. |
| 2922 | Individual | No, not for this new road | I think it's unfair that just the people on the peninsula will have to pay the toll and yet Penlink will be improving the journey for everyone travelling to Milldale, Millwater, Silverdale, Orewa and further north. Why should just the people who live on the peninsula be paying? If Penlink was 4 lanes (2 each way) or minimum 3 lane with the interchangeable median like Whangaparāoa road then I would be happier to pay a toll as the more cars will be able to use it and the benefit will be greater. I'm worried that it's not future proofed and is very short sighted. You want more cars off the main northern motorway don't you? |
| 2923 | Individual | No, I do not support the tolling of any new roads | The purpose of outer ring roads or by pass roads is to alleviate congestion in the CBDs, which Silverdale has become and is still growing. The bypass will make it more convenient and safer for customers accessing and moving around in this area especially in peak hours. Through traffic in the CBD blocks consumer access to and respective income for the businesses that have invested in the area and pay commercial rates for the infrastructure there. Tolling the Penlink will defeat the purpose as many commuters already paying motoring costs will try and save by using the alternative route through CBD. |
| 2924 | Individual | No, not for this new road | Instead of alleviating the traffic problem through Silverdale, Commuters would rather use that road rather than pay the toll fee. For instance, if the charge is \$4.00 at peak travelling times, then a commuter using Penlink would pay an extra \$320.00 per month just to get to and from work! |
| 2925 | Individual | No, not for this new road | Transmission Gully is not being tolled, yet is a new road with alternative options. Same criteria as Akl northern toll, Tauranga toll roads and now Penlink. Why is wellington exempt. |
| 2926 | Individual | No, I do not support the tolling of any new roads | for starters the bridge is totally inadequate to support the volume of traffic that will use the road, plus the money pulled from the development of the area in terms of taxes, rates etc should cover this cost. |
| 2927 | Individual | No, not for this new road | Hi I am one who would use the road to and from the peninsula daily if it was not tolled, but may think twice if tolled, I live in Gulf Harbour and Work in Penrose so would take 10 trips per week, If it is tolled I think it will discourage people using it and hence cause the same traffic problems at Silverdale |
| 2928 | Individual | No, not for this new road | Because so much housing is being added to Whangaparāoa & Silverdale areas, it is unfair to toll this much needed piece of road. it should also be 4 lanes, not 2 |
| 2929 | Individual | No, I do not support the tolling of any new roads | If this highway is only going to be 2 lanes then it is a total waste of taxpayer's money. don't bother to proceed. |
| 2930 | Individual | Yes, but I suggest some changes | It does not seem fair that some residents will have to pay Six dollars a day or Thirty dollars plus, each week just in tolls, to get to and from work. If they do not use Penlink because of that, then Penlink will not be serving the community. |
| 2931 | Individual | Yes, but I suggest some changes | 4lanes |
| 2932 | Individual | No, not for this new road | Tolling this road in isolation solved no problems. It should be part of an overall congestion package. |
| 2933 | Individual | No, not for this new road | I suggest a free or small fee for motorcycles rather than being grouped in the 'light vehicle' category, as they produce less emissions, cause less damage on the roads due to their size and weight, and cause less/no congestion issues being able to maneuver through the traffic. |
| 2934 | Individual | No, I do not support the tolling of any new roads | The amount of road user tax and the amount we pay for fuel in this country is supposed to cover road build, maintenance and repair. So no I don't think it should be a toll road. |
| 2935 | Individual | Yes, but I suggest some changes | This is a 20+ year proposal that if the tolls are set too high will be a white elephant. Get people using it first, form a habit and then increase tolls as time goes by in line with inflation etc. I have no issue paying a small toll but current proposal i would not use the road. What is currently proposed would defeat the purpose of building it. Why put a cycle way to a dead-end essentially that will not be used Monday to Friday. Have it as a buslane Mon-Fri and a cycleway in the weekends where it might actually get used. Again white elephant as no-one will cycle or walk as ends up on a motorway. |
| 2936 | Individual | No, not for this new road | The proposal for this road has been bounced around for longer than 30 years, if it was built when first proposed it would have saved millions of dollars to the taxpayers. If a major natural disaster ever occurred Whangaparāoa would be completely cut off Just lucky no such catastrophe has happen so therefore you owe it to thee people. |
| 2937 | Individual | No, not for this new road | Why would Penlink be one of the very few toll roads in Nz? The funding was originally there? To pay for it perhaps, but ongoing maintenance tolling is incompetent financial allocation at its best. |
| 2938 | Individual | No, not for this new road | We pay fuel tax for roading in Auckland. This should pay for this two lane road. 4 lanes would future proof this new road |

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| 2939 | Individual | Yes, but I suggest some changes | 1. It was agreed many times that Stillwater residents won't have to pay to use Penlink towards the city. One tolling point was discussed and it was on the Whangaparāoa side of the bridge. 2. This is going to be the most expensive toll road in the country. Especially if you travel from Stillwater - \$3 to use half of the road. Compare it to what everyone pays for the SH1 toll stretch. 3. Living in Stillwater, I already have to deal with all the noise from helicopters. This is very disruptive considering that I work from home and have to join online calls. Birds chirping is the only other sound that you'd hear in Stillwater. 4. The construction that would take months or years, the ongoing traffic noise and environmental impacts are the only "benefits" that the Stillwater community would have. And if we chose to use the road, we would pay more than any other user per km for using the road. 5. I'm also concerned that having multiple tolling points would push more traffic onto the Duck Creek /Spur roads. These roads are NOT fit to get extra traffic. They would only pay to use the bridge and then would jump off the toll road. This would still save a massive amount of time and would cost less. For frequent travelers that would be a noticeable difference. 6. Penlink objectives include "improve travel times and journey reliability through the vicinity of the Hibiscus Coast Hwy and Whangaparāoa Rd; Improve network performance to facilitate economic activity and planned growth in Silverdale and the Whangaparāoa Peninsula". However, those who live/work in those areas won't be the ones to pay. At the same time, Stillwater residents would have to endure negative impacts, would have little to no improvements but are being asked to pay! This does not seem equitable as a few people would be charged a lot so that OTHER people could enjoy the results. 7. Stillwater community has no option to use public transport to ease congestion on the roads and yet our toll prices are proposed to be almost as high as for the Peninsula residents who do have this option available to them. |
| 2940 | Individual | Yes, but I suggest some changes | Prefer lower tolls. |
| 2941 | Individual | Yes, but I suggest some changes | I live in Stillwater. 1. The original designation for Penlink included only one tolling point on the bridge, which is what the community has always been led to understand. 2. At \$3 in either direction for Stillwater during peak hours, Penlink would be the most expensive toll in the country - with equity being a key principle of the Waka Kotahi proposal, this does not seem equitable. Stillwater Community would have all of the negatives of Penlink (construction, ongoing traffic noise, environmental impacts) and is being charged the most per km for using the road. 3. Many of our Stillwater children are part of sports teams on the Hibiscus Coast - a parent who comes from the city into Stillwater to pick up children and back onto Penlink to go to the coast would be being charged \$6 (one way) for travelling the same distance on Penlink as someone from Whangaparāoa Peninsula who would only be charged \$4, this is not equitable. 4. There is a concern about pushing traffic onto Spur Road from the Peninsula - taking this route would still save time for Whangaparāoa residents and would save them \$480 a year based on the current proposal, assuming they use this route to commute to and from work. 5. Stillwater residents can and have been stuck in the village when there has been an accident or tree down on Spur Road and yet the viable alternative route is proposed to be charged in both directions, once again equity is an issue when you compare the services available to Stillwater with other parts of Auckland. The challenge of one road in/out makes Stillwater different to the Peninsula and charging us for using our only alternative route does not seem equitable. 6. Stillwater community has no option to use public transport to ease congestion on the roads and yet our toll prices are proposed to be almost as high as the Peninsula who do have this option available to them. 7. Penlink is being built to ease congestion for building more in Dairy Flat, Silverdale and Stillwater/Whangaparāoa are proposed to be charged to ease congestion for those areas, once again this does not seem equitable as a few people are being charged a lot, as opposed to many people being charged a little if it were not tolled. 8. There was concern that the peak costs effectively amounted to a congestion charge - many of us (and Whangaparāoa) have no option but to travel at these times to get to work/get the kids to school on time. Some people were happy to pay a tolls to go onto the Peninsula, but not into the city. This would take us back to what we understood would be the case - a single toll on the bridge. |
| 2942 | Individual | Yes, but I suggest some changes | Concern over beach and park overuse with having this easy access. Suggest tolls not for ratepayers on the peninsula as we pay 20-25c more at the pump than any other Aucklanders. |
| 2943 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Penlink should absolutely be tolled given it is servicing a community that directly benefits from its existence. I think the other phases of the project should also be subject to toll revenue. |
| 2944 | Individual | I am unsure | You've provided no detail on tolling proposals |
| 2945 | Individual | No, not for this new road | I have property on Whangaparāoa for the last 52 years. Most of this time I have worked in Auckland so have done many trips, used lots of petrol (18 years in a 6 cylinder car and around 30 years in a V8) so I have also paid a lot of road tax initially toll on the Auckland Harbour bridge for many years also. Now I pay the special fuel tax imposed on Auckland petrol more recently. I feel to be levied a toll on a piece of road I need to use now on top of my huge contribution in the past for the wider good is morally wrong. |
| 2946 | Individual | Yes, but I suggest some changes | We consider the toll changes may be too high. If it is observed the vehicles are not using the link then the price must be adjusted. |
| 2947 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | As long as its constructed soon. Too much time and money has been wasted already. The excessive build up of traffic on the peninsula is causing stress and hardship to residents living there. |
| 2948 | Individual | Yes, but I suggest some changes | It's unclear if a toll gets charged from one area to the other, or if they get added up for each toll you go through... which could get pricey. |
| 2949 | Individual | No, I do not support the tolling of any new roads | Auckland pays an extra fuel tax. Where does ALL this money disappear to? The Northern side of the Harbour bridge is the only area to be ever required to pay tolls. There are many new and upgraded roads South of the Bridge but NO TOLLS. This practice is very discriminatory. There are a lot of poor people living and existing north of the the bridge. Typical Government bodies build a road that is already obsolete and too small (2 lane) This whole area is residential with lots of new houses being built. The current Road is already really overloaded at peak times. The 3 traffic lights at Stanmore Bay Mall are a major disruption to traffic flow. Penlink will not alter this problem. The bus services are appalling and don't got to where people want them to go, Orewa and Silverdale shops. I have lived on the Northside for nearly 50years we are always the one's that seem to pay the price. I write this in anger because you have no intention to listen to the people who pay your wages and salaries. |
| 2950 | Individual | No, not for this new road | It's already budgeted for |
| 2951 | Individual | No, not for this new road | It is critical for free alternative roads into the area to be free from tolls. |
| 2952 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | The new link will save users time and distance, distance = saved petrol cost which can go towards cost of toll. The link will cause congestion at the exit points onto SH1 for users coming from further north, so effectively Penlink users will be able to queue jump traffic. |
| 2953 | Individual | No, I do not support the tolling of any new roads | It discourages use and ignores the regional fuel taxes. |
| 2954 | Individual | No, not for this new road | The tolling proposal should not be considered as it is simply correcting an oversight as it should have been included in the original motorway project. |
| 2955 | Individual | No, not for this new road | There is only one road in and out on the Whangaparāoa peninsula. Any incident that blocks the road causes severe traffic build up and hinders emergency services (think back to the mayhem caused when the road was widened). To my mind Penlink is an essential road. It is part of a much needed upgrade to the present roading in the Auckland region. We pay road tax, rates and petrol taxes. If there is to be a toll, the present suggested amounts are too high. It will make it unaffordable for many. |
| 2956 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | I couldn't see what the tolling prices are but would presume NZTA would have to make it reasonable for people to use it based on a 5-6 day a week use for single users. |
| 2957 | Individual | No, not for this new road | Happy to pay tolls if it reduces travel Time but if still in crawling traffic no added value |
| 2958 | Individual | Yes, but I suggest some changes | \$4 toll is too high, that is an \$8 return journey. Most commuters will not take that option. Make the toll maximum \$2.50. |
| 2959 | Individual | No, not for this new road | People north of the city should have the same free roading as people to the south of the city. The tolls proposed would add a significant amount to the weekly commute for families. |

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| 2960 | Individual | No, I do not support the tolling of any new roads | Situation has changed somewhat. Penlink is govt funded. |
| 2961 | Individual | No, not for this new road | It will discourage people from using Penlink and funnel Whangaparāoa residents onto the HBC highway which is already at peak congestion during certain times. |
| 2962 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Yes, but would like to know how much is the toll? Why the variance between peak and non peak? |
| 2963 | Individual | No, not for this new road | 1) The Penlink proposal differs significantly from other road tolls in New Zealand. It has been stated that the toll is to cover on-going maintenance and yet the cost is significantly higher than other tolls which were designed to pay for construction. Why so high? 2) The cost varies depending on the time of use. A vehicles contribution to road damage does not vary with time so why is the toll? 3) The stated reason for the peak hour surcharge is to control traffic congestion issues elsewhere in the region. These issues are not related to Penlink and discriminate against Penlink users to address a problem which does not relate to Penlink at all. Totally unfair! 4) The Stillwater Community has been tolled for many years by Rodney Council, Auckland Council and Auckland Transport that there would be only one tolling point. This was moved from the SH1 interchange to the Whangaparāoa side of the Weiti Bridge. As such, Stillwater users would be charged to cross the bridge but no charge would apply for journeys to and from SH1. The current tolling proposal flies in the face of the promises made to the Stillwater Community. It is totally unacceptable. 5) The proposal includes a charge to access or exit SH1 at the Redvale intersection whether or not the vehicle will use Penlink. I believe that this sets a new and unfair precedent for all future roads. Apart from the concerns stated above, I believe it is worth stating here that the Stillwater Community is extremely concerned about the environmental impact to Stillwater during the construction and operational periods of Penlink. |
| 2964 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | It is essential that monies are collected to ensure future maintenance is done as well as a buffer in case it needs to be enlarged in the future. |
| 2965 | Individual | No, I do not support the tolling of any new roads | We have paid \$Billions in Road User charges and the special regional fuel tax. |
| 2966 | Individual | Yes, but I suggest some changes | Believe 2 lane bridge and roading will not cope with the increased housing envisaged at the peninsula in the immediate future. Preferred option 4 lanes tolled or 3 lane tolled bridge using changing lanes as per western end of Whangaparāoa rd.. This would address concerns of emergency vehicles not being able to cross the bridge in peak traffic. |
| 2967 | Individual | Yes, but I suggest some changes | With a CBR of 8 plus this project is justified on its own without tolling. First proposed in 1844 it is long overdue. In justifying a toll other factors have to be taken into consideration such as the saving of vehicle running cost and time therefore users would be saving money by cutting down on vehicle running cost being that the distance saved would be in the range of around 14km. I seriously question the need to raise \$1.5million a year in tolls for maintenance. A road built properly in the first place should last at least 10 years before any type of repair is needed. This being the case then the public is being misled as to the real reason for the tolls i.e. to help recover some of the cost of the project. The proposal to construct a two lane road is a serious error especially when there is going to be a large bridge involved. Providing that the road corridor is wide enough a road way can be widened but when it comes to a bridge of the proposed design widening becomes nigh on impossible. Plan for the future. The growth potential of the Whangaparāoa peninsula East of Stanmore Bay is far greater than a two lane road would be capable of handling. There are many areas of roading projects around over the decades where short sightedness and lack of long term, and in a lot of cases short term have proved to be very costly to remedy. Too many to bring up here. |
| 2968 | Individual | No, not for this new road | This road has been promised for 20 years or more. ongoing maintenance cost should be spread nationally. This was to be a 4 lane road. |
| 2969 | Individual | No, not for this new road | This area of north Auckland has more than its share of road tolling, unlike say Wellington area? |
| 2970 | Individual | No, not for this new road | Simply, the amount of residential and industrial development that has been allowed to grow (and is continuing to grow) around the Silverdale area (Millwater, Highgate, Milldale, Wainui, Orewa Heights etc) has severely impeded the traffic flows in Silverdale. There is no toll for these road users, who have also had roads built free of charge. Penlink will greatly assist to alleviate congestion in Silverdale, and can't come soon enough. It should not be tolled, at all. Motorists should be encouraged to use Penlink to reduce congestion at Silverdale. Penlink will benefit more motorists than just those that use the road; therefore the costs needs to be spread wider than the motorists using it. Government/Council collect a huge amount of taxes from our fuel and need to put this back into this road. This 2 lane road will be busy from Day 1 - it should be a 4 lane highway. Just look at how much traffic uses the Dynamic Lanes at Red Beach daily, and the congestion when the Dynamic Lanes are not working, like on Saturdays. A 2 lane bridge won't cut it. Yes it costs more, but is short sighted. At the very least, you need to build the 2 lane, but leave room for a 4 lane. I might support a Toll, if I knew that the money was going to be used to add 2 more lanes to relieve congestion. Is there any thought to widening the Northern Motorway from where the Penlink road joins it heading south, to join with the 3 lanes at the bottom of the Lonely Track hill? It would be daft to join Penlink to Northern Motorway when there are still only 2 lanes on Northern Motorway. Asking for accidents! |
| 2971 | Individual | Yes, but I suggest some changes | You can toll a 4 lane road but not a 2 lane road. |
| 2972 | Individual | No, not for this new road | Penlink will not only benefit people from Whangaparāoa Peninsula that will use it but it will also benefit those living in new subdivisions around Millwater/Milldale/Silverdale/Orewa who will not be paying the toll, it is not fair to charge those using the road when it benefits others |
| 2973 | Individual | No, not for this new road | a. Tolls are/should be for construction, not maintenance. b. Should be 4 lane, not 2--should be future proofed c. It is misleading to say in your brochure "Tolling Penlink will reduce travel times"--They will reduce too if Penlink isn't tolled. |
| 2974 | Individual | No, not for this new road | don't see why we should have to pay |
| 2975 | Individual | Yes, but I suggest some changes | Should be a flat toll rate at all times |
| 2976 | Individual | No, not for this new road | Happy to be charged if the road makes sense but to not 4 lane the bridge seems incredibly short sighted and only meeting today's requirements and not of that 10, 20 years down the track. Do it once and do it right, a 4 lane bridge is a sensible option for now AND the future |
| 2977 | Individual | No, I do not support the tolling of any new roads | We're taxed at the pump and pay road users charges, manage that intake more efficiently to maintain the roads. We don't need another expense added to the daily commute. This city is already expensive enough to live in. |
| 2978 | Individual | No, not for this new road | Because it segregates society. It's not equal to make it for those who can afford to travel on it. Those who can't afford a toll still pay road tax and shouldn't be disadvantaged. |
| 2979 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 2980 | Individual | No, not for this new road | Penlink will definitely save time of the residents and will help environment too. Less fuel consumption and emissions. But tolling the road will make it not useable for all residents and they may opt to not use it. With the high cost of living in Auckland already access to roads should at least be free. |
| 2981 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Because it will maintain the road and shorten travel times to Whangaparāoa |
| 2982 | Individual | No, not for this new road | Our area already has toll roads on major links, and the proposed tolling is far too high and penalises local residents. |
| 2983 | Individual | No, I do not support the tolling of any new roads | No toll on motorways heading south of Auckland. Why toll roads heading north. Not fair. |
| 2984 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | penlink has been promised for more than 40 years and it has always been expected to be a toll road. With the amount of new housing in the area over the past 10 years, the journey out to the Whangaparāoa peninsula has become ridiculously long. Just get on with it! |

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| 2985 | Individual | No, not for this new road | Why is the Rodney area to have 2 toll roads when many other new highways are not tolled. Christchurch to Rolleston. Paikakareki to Levin. Transmission Gully to name a few. |
| 2986 | Individual | No, not for this new road | Because it's an overdue necessity in an area under-served by public transport; a necessity not a nice-to-have. |
| 2987 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | The new link only is a local project which serves a small community and, whilst useful to the community, it provides an advantage to occupants of the Whangaparāoa area that they should be prepared to pay for. This avoids burdening the local orientated highway link costs onto the national infrastructure budget ensuring that there is more budget available for the operation of the national state highway system. |
| 2988 | Individual | No, not for this new road | Too high for daily commuters and should include a lower rate for EV's |
| 2989 | Individual | No, not for this new road | The people who live in the peninsula should have a right to easily accessible transport for their daily commute free of charge like most of other people do. |
| 2990 | Individual | No, not for this new road | No to tolling |
| 2991 | Individual | I am unsure | A little bemused at the cost blow out requiring such a 4\$ toll. The land was already purchased years ago, so the main excuse for the increase in the cost does not exist. |
| 2992 | Individual | No, I do not support the tolling of any new roads | 1. The purpose of the link is to remove congestion on other parts of the existing network which will have its own cost benefit, therefore no toll necessary. 2. To ensure Penlink is used, and thereby reduce traffic on the existing network, no toll should apply. |
| 2993 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | May I suggest that tolling money be used to upgrade/maintain the Stillwater road, from the Penlink inter change to Silverdale, as I suspect there will be increased traffic volumes on that stretch of road once Penlink opens. People on the peninsula may find using Penlink an easier option to get to Silverdale, which will put more pressure on the Stillwater Rd. |
| 2994 | Individual | Yes, but I suggest some changes | Go to 4 Lane from the start, upgrading later is disruptive |
| 2995 | Individual | No, not for this new road | too expensive for only a two lane road, Volunteers mostly pensioners can't afford this and increases in petrol |
| 2996 | Individual | No, I do not support the tolling of any new roads | other new roads in Auckland are not tolled, and we are already having to pay more tax for petrol in Auckland for these projects. no other road has a toll put on it for ongoing maintenance and operations cost. you already have the funds from the government to construct Penlink. How can you charge \$4 one way for 7 kilometres that is just robbery. You're not going to toll all new roads for road maintenance so why this one. The matakana link road isn't tolled. |
| 2997 | Individual | No, I do not support the tolling of any new roads | Because I'm a broke high school student and wouldn't be able to afford this on a regular bases. No other road has a toll put on it for ongoing maintenance. You already have the funds to build it. |
| 2998 | Individual | No, not for this new road | The government has said they will fund road for a road that is to my house |
| 2999 | Individual | No, not for this new road | This is just a road and should be funded...as the government has already said it would fully fund this road. It should NOT be a toll road |
| 3000 | Individual | No, not for this new road | As there's no tolling on other side of bridge they get roads and a tunnel without tolling |
| 3001 | Individual | No, not for this new road | Although I realise the off-peak option will help somewhat, I feel having a tolled road is not a financially viable option for people like myself to use - and for many others living on the Whangaparāoa Peninsula. |
| 3002 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3003 | Individual | No, not for this new road | The value of the link appears to be the smooth flow of traffic on the motorway around Silverdale especially with the huge developments around Millwater ETC. |
| 3004 | Individual | No, not for this new road | We pay sufficient tax on our petrol to pay for this new road, that is why additional tax is applied to the petrol price. |
| 3005 | Individual | No, not for this new road | No other road other than Puhoi tunnel is tolled |
| 3006 | Individual | Yes, but I suggest some changes | After 40 years discussion you're only putting in two lanes? |
| 3007 | Individual | No, I do not support the tolling of any new roads | We pay so much in taxes and rates already in Auckland, so it should be covered. Tolling a road that has been on the cards for decades is ludicrous. It needs to be built to allow for all of the past and future development in Rodney and should have been some time ago. Better late than never but. |
| 3008 | Individual | No, not for this new road | I pay rates and taxes to cover infrastructure such as this. Specially due to the significance of such an important piece of road to go in to alleviate congestion. |
| 3009 | Individual | No, I do not support the tolling of any new roads | Aucklanders have already paid a lot in extra fuel taxes & shouldn't be tolled for public roads. |
| 3010 | Individual | No, I do not support the tolling of any new roads | Because this road should have gone in 10 years ago not be starting another 10 years from now, government has had plenty of time to budget for it. |
| 3011 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | i support public transport, less car use |
| 3012 | Individual | No, not for this new road | I do not believe the proposal for the Penlink is fair and equitable as; - It is pretty expensive for both house hold members to simply go to and from work (\$16 a day), that's not even including if your children have after school activities/events/practices/games. - Not everyone has the luxury to choose their working hours, so have to go at the peak times (the majority of working citizens will be in this situation). - It is just going to annoy Aucklanders that they have to pay for yet another thing. My suggestion is to make the Penlink an 80km road (like the Waterview tunnel), so if people speed then they have to pay a fine; - This will top up the maintenance fund quicker (pretty sure the Waterview tunnel paid for itself in 3months or so). - People can not really complain if they break the law - You are not punching hard working citizens or retirees from going to and from or being able to socialise. |
| 3013 | Individual | No, not for this new road | Because residents have been promised this road for decades and has been included in rates/taxes to pay for it. |
| 3014 | Individual | No, not for this new road | Because this road is critical with the growth that is happening on the Peninsula. New houses and developments are being built everyday and traffic worsens in existing routes. Whangaparāoa Peninsula Residents deserve alternative travel options without the everyday burden of a toll. |
| 3015 | Individual | Yes, but I suggest some changes | One toll each way. No need to penalise the people of Stillwater |
| 3016 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Users should pay tolls |
| 3017 | Individual | No, not for this new road | Proposed city congestion charges and on-going fuel tax for Auckland. |
| 3018 | Individual | No, not for this new road | The main benefit is not Whangaparāoa, it is to relieve congestion in Silverdale so we should not be the ones paying for the crossing |
| 3019 | Individual | Yes, but I suggest some changes | We already pay a specific Auckland fuel tax for road maintenance. The proposed prices are far too high |
| 3020 | Individual | No, not for this new road | Government is paying for the road and we are paying road service charges on our fuel to maintain roads. Too many taxes for the community and I am on Super and can't afford it |
| 3021 | Individual | No, not for this new road | Road at present is not suitable |

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| 3022 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Many new roads have tolls and an element of user pays is fair |
| 3023 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3024 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Any monthly or yearly toll for frequent users |
| 3025 | Individual | No, I do not support the tolling of any new roads | We pay enough rates and taxes for that sort of thing |
| 3026 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | It's allows payment that is flexible with time and distance. Electronic tolling mimimises collection costs |
| 3027 | Individual | Yes, but I suggest some changes | I think \$4 one-way from Whangaparāoa to SH1 during hours is extremely high. I would have thought it would be half that! |
| 3028 | Individual | I am unsure | If there is a toll the charge should be the same for all users. That is those from Duck Creek Rd and those from Whangaparāoa Rd should pay the same. |
| 3029 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | I believe tolling is fair. |
| 3030 | Individual | Yes, but I suggest some changes | Realistic but too expensive as it benefits the whole of highbiscus coast not just the people using it 1\$ or less |
| 3031 | Individual | Yes, but I suggest some changes | The cost should be affordable to the commuter e.g \$1 or less each way. Remembering that it's not only those using the penlink that get the benefit. |
| 3032 | Individual | Yes, but I suggest some changes | Should be a smaller toll, because it also benefits the people not using by directing traffic away from Silverdale. Making it better for everyone. It is a daily commute route, not an occasional holiday route. If it's too high then the road won't be used. |
| 3033 | Individual | No, not for this new road | This would be unfair to the residents of the Whangaparāoa peninsula. Many suburbs get special roads built which are not tolled. |
| 3034 | Individual | Yes, but I suggest some changes | Charges being proposed are way too high and using on a daily basis will be a deterrent at \$40 weekly or \$2,000 pa per car. |
| 3035 | Individual | No, I do not support the tolling of any new roads | Toll roads should not be used at all. Rather, a move to EVTOL infrastructure everywhere needs to be rapidly implemented. |
| 3036 | Individual | Yes, but I suggest some changes | Given that is another Auckland highway, let the people who live there pay for it |
| 3037 | Individual | No, I do not support the tolling of any new roads | We already pay very high rates and this was supposed to be funded under the fuel taxes implemented earlier. |
| 3038 | Individual | No, I do not support the tolling of any new roads | Historically tolling is wasted effort and results in private firms freaking the to while issuing a road as bare bones as it can be or before in regards of upkeep |
| 3039 | Individual | No, I do not support the tolling of any new roads | Roads should be paid for from the taxes raised within the fuel prices. Tolling a road is double taxing those that use it. Design the road properly so that there is no need to "tax people not to use it during 'peak' times". I am not linked to the area, my opinion is "Global" for ALL roads in New Zealand. |
| 3040 | Individual | Yes, but I suggest some changes | \$4 each way seems expensive compared to \$2.40 for Orewa-to-Puhoi road. |
| 3041 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3042 | Individual | No, I do not support the tolling of any new roads | Tolls and rising fuel costs would make it unaffordable for many locals who commute daily. |
| 3043 | Individual | No, not for this new road | The road should be 4 lanes not 2, a road fit for purpose to ease congestion. Commuters need to be encouraged to use Penlink and a single lane each way is not going to do that, then add a toll. Hibiscus Coast residents are already paying enough through the regional Fuel Tax. Commuters need to be encouraged to use it |
| 3044 | Individual | No, I do not support the tolling of any new roads | There is already a toll road on SH1 close by. There are road user charge and petrol taxes in place, tolling is taking more money out of our pockets that we don't have. I won't use the Penlink if there is a toll. |
| 3045 | Individual | Yes, but I suggest some changes | I think that a toll is acceptable but it should be one charge so that people travelling further on the peninsula are not penalised and out priced. |
| 3046 | Individual | No, not for this new road | Auckland road users pay an additional petrol tax which should cover the cost of Penlink. Why should north Auckland road users again be tolled when other highways south are not (Tauranga excluded)? |
| 3047 | Individual | No, I do not support the tolling of any new roads | Do not want to pay for any tolls to use these roads. NZTA should cover this ..We all pay more than enough for our car registrations...etc, so asking the public to have to pay more money to be able to use these roads is NOT ok! |
| 3048 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | It will be a time saving, and I accept the cost to motorists. But I believe you should charge cycles as well. |
| 3049 | Individual | No, not for this new road | Because we pay enough tax on our fuel to cover this project! |
| 3050 | Individual | Yes, but I suggest some changes | Cyclists and walkers to pay toll as well if new pathways are being built so it is fair and equitable |
| 3051 | Individual | No, not for this new road | No tolling should be required for residents to get to their own homes. The Penlink will mainly be used by residents in the Whangaparāoa area. I agree with tolling but only for holiday makers and therefore roads frequently used to travel to holiday destinations i.e in and out of Auckland. |
| 3052 | Individual | No, not for this new road | This road is similar to any other new road being built in New Zealand. Providing adequate infrastructure is where my tax money should be going and as the resident of Whangaparāoa that is paying taxes who will be using this road I shouldn't be asked to pay toll charge to get to my own house every single day. |
| 3053 | Individual | No, not for this new road | Will be too expensive for many people to use frequently. Specifically students. |
| 3054 | Individual | No, not for this new road | There should be no tolling of this road a users will choose the non-tolled route. Why should this bridge be tolled when the upper harbour one wasn't. |
| 3055 | Individual | No, not for this new road | There should be no tolling. Traffic users will continue to favour the non-tolled route which defeats the purpose of having the Penlink in the first place. |
| 3056 | Individual | No, I do not support the tolling of any new roads | Other new roads in Auckland are not tolled we are already having to pay more tax for petrol in Auckland for these projects. No other road has a toll put on it for ongoing maintenance and operations cost. You already have the funds from government to construct. How can you charge \$4 one way for 7 kilometres that is just robbery. No tolls for New Zealand. Are you going to toll all new roads for road maintenance? I DON'T THINK SO. Transmission Gully no tolling a lot longer and more costly project. Why are you targeting Penlink. |
| 3057 | Individual | No, not for this new road | Other new roads are not tolled eg Matakana link rd or te ara tuhonu, etc so Penlink should not be tolled. |
| 3058 | Individual | Yes, but I suggest some changes | The toll should be one amount for anyone using the road |

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| 3059 | Individual | No, not for this new road | You do not propose any tolling for new roads that goes south or west. This seems a targeted approach. Then there is tax on petrol that was introduced to cover this type of projects... |
| 3060 | Individual | No, not for this new road | We are paying high enough tax with our wages and asking for a toll fee from us commuting daily for work will be much of a cut cost to us from our already low income |
| 3061 | Individual | No, not for this new road | It is really a tax on those who use it whereas the benefits are spread over the whole region due to relieving pressure on the Silverdale interchange. |
| 3062 | Individual | No, not for this new road | Stillwater residents should not have to pay any toll to get between (either way) Stillwater and SH1. The new road is called Penlink (peninsula Link) - its sole purpose is to relieve traffic congestion to/from Whangaparāoa peninsula. If the road must be tolled at all, then there should be one toll point only at the Weiti River bridge |
| 3063 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | As long as the toll cost is kept to the \$1 to \$4 range & not increased since Penlink won't be finished until 2026 |
| 3064 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Variable and multiple toll points seem fair. |
| 3065 | Individual | No, not for this new road | It is absolutely absurd that you should even think of tolling this Penlink project. I totally disagree with tolling (taking more money off people) who simply need to get from A-B in their every day lives! |
| 3066 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Penlink has by far the greatest benefit to people travelling to/from the Whangaparāoa peninsula. It is therefore reasonable that road users pay the greatest share for that benefit. |
| 3067 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Economy needs the contribution post covid. User pays is fairest. |
| 3068 | Individual | No, I do not support the tolling of any new roads | The Penlink project was part of the govt road budget and approved years ago without tolling. This needs to be honoured. |
| 3069 | Individual | No, not for this new road | We have suffered for years with inadequate roading solutions and false promises of a 2nd connection. It is an insult to place a toll system on this road when no other suburb in Auckland is charged to new roads. |
| 3070 | Individual | No, not for this new road | We already pay 11.5cents extra fuel tax & theres money not used yet. If tolled no more than \$2.00 full length. Has to be dual carriage way, look at the problems Greenhithe Bridge was when they had an accident..Future proof the route now & save money |
| 3071 | Individual | Yes, but I suggest some changes | It will be inadequate in 4 years time as it would be now. 2 x Lanes is stupidity & not common sense. |
| 3072 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | The users should pay for the maintenance |
| 3073 | Individual | Yes, but I suggest some changes | I believe the tolls should be higher in order to recoup some of the vast sums expended to create this road. |
| 3074 | Individual | No, not for this new road | As no other new roads in Auckland have been tolled do not start here. no 1 motorway the only exception |
| 3075 | Individual | No, I do not support the tolling of any new roads | Further to previous submissions, What is cost of tolling equipment? What is annual running cost? What is the expected net toll revenue? The toll revenue will most probably run at a huge loss Why don't you use the \$285M underspent on Auckland's regional petrol tax |
| 3076 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Gives flexibility for choosing travel times and high users would pay more than those who choose off peak times. |
| 3077 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Penlink would provide a much needed alternative route. It would reduce congestion on roads during peak hours thereby reducing stress for the users. It would also encourage the wider community to use Whangaparāoa's nature reserves and beaches thereby improve health and well-being of users. |
| 3078 | Individual | No, not for this new road | Unfair on a geographically isolated community with very restricted road access options. |
| 3079 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Minimal toll from Eastcoast Rd to State highway 1, it's only 100 metres in length !4 |
| 3080 | Individual | No, not for this new road | |
| 3081 | Individual | No, not for this new road | Aucklanders already pay extra charges like fuel tax. Tolling city roads to pay for upkeep is unfair. |
| 3082 | Individual | No, not for this new road | This will become a ghost road if you put in tolling at that price. \$8 return trip at \$2000 a year no thanks. \$1 each way would be a much more reasonable amount and you would actually get people using it reducing the traffic pressure in other areas which is the goal. Basically if the govt does this it will end up being a joke. If this is just for maintenance not for paying it off it should not be one of the most expensive tolls in the country. |
| 3083 | Individual | No, not for this new road | It's one of the highest tolled roads per kilometre in the country. We already pay an extra 10c per litre on our petrol. Frequent users could be looking at 2000 per year, how does that sound Justified to you? I've spoken to many members of our community here in Gulf harbour and we'd rather boycott this all together. I'm happy to pay a toll, but I think you need to go back to the drawing board - even 50% of what you have proposed is too much for a 7km shortcut. The road won't get used and it'll end up being a huge waste of tax payer dollars. 1 dollar each way will actually get people using it, which will help you meet your goals - stop giving the rich advantages over the poor. |
| 3084 | Individual | Yes, but I suggest some changes | Whilst I accept it is necessary to impose a toll to defray the costs of ongoing maintenance. However, I consider the proposed toll of \$4 per direction to be overly high as for commuting residents that will equate to \$8 per day, a fee that I consider would discourage the use of the road and allow the congestion at Silverdale (the only alternate route) to continue, which in effect would defeat the purpose of constructing Penlink and it would potentially become a white elephant. I believe a toll of \$2 per direction or a discount system for local residents would allow for an income stream but also ensure that Penlink contributes to the decongestion of Silverdale at peak travel times. |
| 3085 | Individual | Yes, but I suggest some changes | The high cost of use for commuters will see many revert back to use of the free route resulting in the link no longer meeting its objective. The increase in cost of living especially in Auckland, and without cheaper alternative options, the free route will still become the main transport route for vehicles. An aspect that would offset this cost would be direct commuter public transport into town as an express bus with a stop only in Albany. Bus lanes each way plus a lane for traffic would ensure a reduction in CO2 emissions plus community support to better meet the aim of reducing NZs greenhouse emissions. |
| 3086 | Individual | No, not for this new road | Auckland has already a 10+ cent level on petrol and as we are paying over and above the petrol price as a local tax this should cover the. Maintenance of the road the government is also getting revenue from all petrol sold so we the motorist are. Paying more than our share of the costs |
| 3087 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Yes, I think tolling the road is a good idea as it charges those who use the road as well as freeing up more cash for other infrastructure upgrades - which could be used for greener modes of transport in the future. |
| 3088 | Individual | No, not for this new road | We have been paying extra petrol tax for years now and had substantial costs from waiting in congested traffic to leave the coast due to inaction to provide an alternative route. The bridge is fully funded by NZ Govt which is what the toll was initially designed for not maintenance. We already have a toll road in our area so give us a break. |
| 3089 | Individual | No, not for this new road | We already pay a huge amount of road tax that is included in our fuel purchases. We pay twice the amount for a litre of fuel than they do in the USA. |

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| 3090 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Tolling new roads is financially sensible and discourages the increase in traffic that new roads generate. Higher tolls at peak time also makes complete sense - demand management! |
| 3091 | Individual | No, not for this new road | Even though I don't live there, I don't think it's particularly fair. The new road is to help developments further north, not just for an easier commute to the residents of Whangaparāoia Congestion of Whangaparāoia shouldn't have been an afterthought when consenting developments here in the last 25 years. Earlier residents shouldn't bear this cost. And as tolling is only for the operation and maintenance of Penlink, you wonder what the 10c per litre of fuel tax (from these vehicles) is going towards? |
| 3092 | Individual | Yes, but I suggest some changes | If tolling is what is needed to make this happen then yes but at a low amount fixed for at least 10 years Say \$1. Must take into account that user will be going both ways. Or a discount can be offered to residents |
| 3093 | Individual | No, not for this new road | |
| 3094 | Individual | No, not for this new road | It severely penalises Whangaparāoia residents |
| 3095 | Individual | No, not for this new road | It has already been funded by government, I would be happy to pay a toll if they put 4 lanes. |
| 3096 | Individual | No, not for this new road | Unfair to the Whangaparāoia residents as the main beneficiaries live off the peninsula No where else in Ak has tolled roads. |
| 3097 | Individual | No, not for this new road | Hi There you should be encouraging motorists to use Penlink. Whangaparāoia is part of Auckland. Not sure if there are any other toll roads in Auckland. The whole time I have lived in Whangaparāoia they have said Penlink will go ahead. That was 28 years ago. 1 Quicker travel times. I think travel wise it could save 10 to 15 minutes of a trip ,if you join it up to motorway so it does not slow the traffic down. 2 less pollution as the cars are driving in there efficient range. 80 to 100 km 3 Way safer for the existing roads due less traffic and pollution 4 Healthier for the local People due breathing less pollution , safer for them to cross the road 5 Whangaparāoia road needs to be 4 plus lanes to get the traffic on and off the peninsula. Building Penlink removes this problem, so the cost of building Penlink is reduced due not having to upgrade Whangaparāoia road. 6 Now if there is an accident on Whangaparāoia road it shuts Whangaparāoia down and it may be more than 6 hours to get home. This has happened in the last 2-3 years Approx 3-4 times. 7 This needs to be a four lane road , and to reduce the cost of the road have it toll free. No admin for tolling. |
| 3098 | Individual | No, not for this new road | You built a road and presume who will use the road frequently and charge the road users is like setting a barrier on the road to rob the specific people. People living in Whangaparāoia will think they are being robbed when they use the road every day. Do you understand what I mean? Think about it seriously, please!!! |
| 3099 | Individual | No, not for this new road | Because Penlink is now a necessity and not a "nice to have" infrastructure improvement. The development of the peninsula mean our roads are no longer sufficient for the needs. |
| 3100 | Individual | No, I do not support the tolling of any new roads | I think the government should stop using taxpayers and ratepayers money so stupidly and maybe hire people that actually know how to manage. |
| 3101 | Individual | No, not for this new road | I commute daily to and from the city, and the cost will be completely unsustainable for me. It will take a significant cut of my pay check |
| 3102 | Individual | No, not for this new road | If the road was tolled, Whangaparāoia residents would be subsidising the roading cost of the considerable growth in the greater Silverdale area. |
| 3103 | Individual | No, I do not support the tolling of any new roads | The road is being paid for by the government. We should not be paying an outrageous so called 'maintenance' toll for Penlink - no 7km stretch of road costs that much to maintain. Imagine if we had to pay that for every 7 km of road we used. Utterly ridiculous and daylight robbery. Peninsula residents have been promised this for over 2 decades , and now you are trying to punish us further by trying to put outrageous extra costs/tolls onto us . Albany residents aren't being tolled for the extensive road works by the motorway over the past 2 years....so why should Peninsula residents have to pay any extra ? Auckland residents are already having to pay extra for petrol, the 'Auckland only' tax- so damned if Peninsula residents should pay any more for Penlink. You cannot justify the toll cost at all, it's outright theft, and I will not use Penlink if it is tolled. |
| 3104 | Individual | Yes, but I suggest some changes | We have been paying more fuel tax here for that reason. There is No toll on the water view tunnels!! Exemption of tolling for Stillwater residents. |
| 3105 | Individual | Yes, but I suggest some changes | The toll should be located such that the Stillwater locals do not need to pay the toll for using a small section of the new road. Any toll fees should also be fair and reasonable. |
| 3106 | Individual | No, I do not support the tolling of any new roads | No roads should be toll roads, period, if it's already taxpayer funded taking more funds from tax payers to use the road should not be something NZ considers for any infrastructure project, and if it can't be funded by tax funds then it shouldn't be constructed until those funds are available, taking private funds is NOT the answer, plus opening up easier transport down that way will in turn end of freeing up land for development which in turn would give in more rates tax dollars, making it a toll road would greatly slow that opportunity. |
| 3107 | Individual | No, not for this new road | |
| 3108 | Individual | No, not for this new road | It's ridiculous and unfair to charge extra to locals so they can get to, and from Auckland smoothly. Its not as though it's a through route to another place. We are being penalised because the planners agreed to the development of the Peninsula, but weren't prepared to invest in infrastructure. Tell me, why isn't the bridge on the SH18 near Hobsonville / Greenhithe, tolled??? If the Penlink is tolled, then that other bridge should be too. At least they can use alternative routs.(It is a through route to somewhere else and used by all.) Its only the residents who are held to ransom by a restricted route. The logic given for tolling is discriminatory. If the logic is followed through, all roads should be tolled, not some just because they have expensive bits! Or rather none should because we all have to get about with ease. It's a necessity of society and commerce. I wouldn't mind if other roads were treated the same and all tolled. Finally, the planners know that a two lane bridge is not sufficient to cater for the volume of traffic, right from the very day it opens. It is going to be yet another car park, traffic jam if it isn't built wider for the future. So what to do? Genius, impose the toll as a deterrent to using it. We can use the money to off set the build cost. Two birds with one stone. Result! Only the richer people get to use it. That is absolutely unacceptable. A toll is effectively another tax, to the people on the peninsula, include Auckland Road taxes, the Auckland petrol tax and the normal tax? A huge chunk of money being drained from this community. Quite a few people have moved to the peninsula because the housing is less expensive than Auckland. They need every penny because they already have to travel further and pay more to get to work. Again, completely unfair. The community are being burdened with this extra responsibility to fund their own roads. The road is needed, and it has been on the table for longer than I remember. 40 years plus? Why is it such a nightmare? If they had just got it done decades ago, it would have been a damned site cheaper, money would have been saved, and tolling would not be needed. Just get it done now and save money in the future. We shouldn't have to pay for planning procrastination and ineptitude. NO TOLL. It should be funded from central govt. And budgeted like the majority of all other roading. |
| 3109 | Individual | No, not for this new road | Stillwater is going to bear the brunt of this project with our road being affected, our eco system and the ongoing noise from the bridge as well as our view. We have no public transport options In Stillwater yet we end up being charged the same on the tolling road as the peninsula. How is that even fair. We were originally advised that there would only be one toll on the road however now there are multiple points in both directions. I do not support the bridge going in let alone the residents of Stillwater requiring to pay a toll for something we don't even want. |
| 3110 | Individual | No, not for this new road | Find it hard to understand why the Whangaparāoia community has to pay operational /maintenance costs for Penlink versus other roads that have not been tolled - e.g Waterview tunnel - where the tolling would be paid from a far wider catchment. Furthermore the community would be expected to pay tolls on state highways to travel north (via Johnson's tunnel/northern gateway) and south, if Penlink was to be tolled. We are already paying petrol tax to support road improvements/maintenance. Local public transport options are inadequate to give locals fair alternative options. |
| 3111 | Individual | No, I do not support the tolling of any new roads | It's ridiculous, the road is being built to ease congestion and yet it's to be tolled to deter people from using it? Who comes up with these ideas? Not to mention if it's only one lane each way it'll be backed up all the way to Whangaparāoia anyway most mornings |

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| 3112 | Individual | No, I do not support the tolling of any new roads | I already pay rates and fuel tax. |
| 3113 | Individual | No, I do not support the tolling of any new roads | This is something that's been asked for over 40 years. Can't go charging people now this late into time. |
| 3114 | Individual | No, not for this new road | The government and the councils have wasted tax and rate payers money for 30 years or more on this project. Consultants have made a fortune out of it It should have been done ages ago when it was much more affordable. Tolling it now is not fair on the residents of the coast who would use it to save fuel and time (and consequently be kinder to the planet.) If the government can pay rebates to the buyers of electric cars and encourage global warming reduction, it can forfeit tolls too. Just as the wealthy can afford the electric cars And yet they get the rebate they probably don't need, the less wealthy cannot afford the cars and therefore don't get the rebatesand they also cannot afford the tolls. I also think that residents who live in or on properties bordering the toll road should be exempt from tolls considering the sacrifices and inconveniences they will be making! |
| 3115 | Individual | No, I do not support the tolling of any new roads | Stillwater never wanted the bridge put it, it ruins our views and eco system. If it is to go in tolling for those who live in Stillwater is unfair as we were promised we would never have that. The fact the road is being made up of one lane each way is ridiculous. If the bridge goes ahead it at least needs to be two lanes each way with ability down the track to open further. Aucklands population is growing at a rapid rate and this project is not future proofing anything! |
| 3116 | Individual | No, not for this new road | |
| 3117 | Individual | No, not for this new road | As a Stillwater Resident I think the cost is going to be high, with the disruption, the sound, the construction, the increased traffic, the pollution |
| 3118 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Charge them, create revenue for bigger better project. |
| 3119 | Individual | No, not for this new road | The fuel tax was supposed to cover this! We have enough expenses |
| 3120 | Individual | No, not for this new road | Penlink has been in the pipeline for so long and the consulting fees that have been paid over the years would have covered a chunk of the costs of building it 30 plus years ago. As a ratepayer/fuel tax payer living on the coast we should not have to pay tolls to use a road that could have been built at a fraction of today's cost because a decision could not be made by the powers that be! |
| 3121 | Individual | No, not for this new road | Stillwater residents tolled at a high amount yet no real benefits. Stillwater residents paying for an attempt to ease congestion caused by development in other areas such as Millwater & Whangaparāoa |
| 3122 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3123 | Individual | No, not for this new road | 1. I do not support a public road being tolled in order to pay for ongoing maintenance and operations cost. 2. The toll will unfairly cost Whangaparāoa residents while the benefit of Penlink applies across the wider region, therefore the cost of maintenance should be taken from the NLTF. |
| 3124 | Individual | No, not for this new road | The beneficiaries of Penlink are Millwater, Silverdale and Milldale, yet the charges would be paid by Stillwater residents who will have years of disruption and noise. There is limited benefit for Stillwater residents and the toll would add insult to injury. Penlink will change the nature of this community profoundly and irrevocably and then we have to pay should we choose to use your road. |
| 3125 | Individual | No, not for this new road | Because the road is going to ease the traffic in a large area and it's a lose lose for Stillwater as it's not wanted and now we are expected to pay for the privilege. The roads are going to be impossible with trucks and probably quite dangerous. |
| 3126 | Individual | No, not for this new road | I do not think users should be Tolled for using the off ramp from SH1 as this isn't part of the Penlink bridge. Also allowing people to use this off ramp would reduce traffic through Silverdale which would be a good thing. I also disagree with the opinion on your website that variable tolling reduces traffic as people can choose the time they travel. If you are going to work you cannot start at a different time because of toll roads. You have to travel at that time. It also doesn't reduce traffic at peak times, just diverts it to free routes so does not help the wider community. Instead the road should be built with enough lanes to future proof it. |
| 3127 | Individual | Yes, but I suggest some changes | Want toll Dane as other local toll roads ie Puhoi tunnel. No peak / off peak rate one flat rate for all is only fair way. |
| 3128 | Individual | Yes, but I suggest some changes | The introduction of a toll is a reasonable measure to encourage the usage of alternative transport modes. However, a two-lane project is a very poor designed proposal as it will become obsolete and not fit for purpose within a very short time. It should be considered the construction of a four-lane crossing with a vision projected over 50 years in time. with one lane each side exclusively dedicated to public transport, which must be efficient, reliable and AFFORDABLE. |
| 3129 | Individual | No, not for this new road | Government have wasted too much time and missed having it built for them by the developers of Gulf Harbour. |
| 3130 | Individual | No, not for this new road | This is something that's been asked for over 40 years. Can't go charging people now this late into time. |
| 3131 | Individual | Yes, but I suggest some changes | Toll should be the same as Puhoi tunnel. Should be one rate at times no low/high peak. |
| 3132 | Individual | I am unsure | If it was 4 lanes I would support tolling. I think 2 lanes is short sighted |
| 3133 | Individual | No, not for this new road | The coast was put forward for development and population growth, Penlink should be free for everyone heading or leaving the coast. |
| 3134 | Individual | Yes, but I suggest some changes | Tolling would only be fair if it is a double carriageway in both directions due to the volume of traffic that will continue to grow. One carriageway in both directions will ultimately create a bottle neck in peak hour due to the new housing developments that continue to be built. Building dual carriageways is the best option to future proof the investment. If people get stuck in gridlock situations they will not pay for a toll! |
| 3135 | Individual | No, not for this new road | We pay enough in Auckland with the petrol tax. |
| 3136 | Individual | No, not for this new road | I pay a regional fuel tax as I am in Auckland I pay with ruc with my vehicle. And I pay rates in which a high portion of it goes to public transport, which I don't even use, so if a bus is going to use Penlink I already have been paying towards it |
| 3137 | Individual | No, not for this new road | This is a local road not a state highway. Auckland road tax should fund this. There is poor public transport on the coast, and there is only one road to access the coast. No transport and longer commutes impact on social and public health wellbeing of people and their families. |
| 3138 | Individual | Yes, but I suggest some changes | Slightly cheaper toll price |
| 3139 | Individual | No, not for this new road | No too expensive and unfair for Stillwater residents. Highest toll in NZ |
| 3140 | Individual | No, not for this new road | Other new more expensive roads are not tolled e.g Transmission Gully so why should this one be? We also already have a toll road in the area and pay extra fuel tax as Aucklanders. A toll will discourage people from using it when we should be encouraging its use. You try driving off the peninsula between 630-930am during the week and you will see for yourself how bad it is. |
| 3141 | Individual | Yes, but I suggest some changes | Decrease the tolling amount |
| 3142 | Individual | No, not for this new road | |
| 3143 | Individual | No, I do not support the tolling of any new roads | I think Penlink should be fully funded and free to use. It should encourage people to get off hbc highway and not head to Silverdale to clog it up more. |

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| 3144 | Individual | No, not for this new road | The disruption caused to Stillwater residents is very high and the benefits to both the environment and the new housing developments along the new road corridor should easily enable cost recovery for the project with out existing residents footing the bill. Council and NZTA have the opportunity to recover cost of new infrastructure and rate payers over the life of the project and beyond. If the road is tolled it's effectively double dipping. |
| 3145 | Individual | No, I do not support the tolling of any new roads | We are paying a lot of tax and extra for petrol |
| 3146 | Individual | Yes, but I suggest some changes | I support the variable tolling of this much overdue link provided it's built properly to begin with. For too long NZ has built roads that do not adequately meet the need of growth therefore anything less than a 4 lane bridge is ludicrous as within <10yrs demand will outweigh the proposed 2 lanes. |
| 3147 | Individual | Yes, but I suggest some changes | I'd be in favour of tolling if it contributed to a wider option - two lanes each way would be a future proofed option. If not to increase width then I would support a decreased toll amount |
| 3148 | Individual | No, I do not support the tolling of any new roads | Hasn't Auckland already suffered enough from the tax on petrol? |
| 3149 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Tolls helps fund future roads |
| 3150 | Individual | No, not for this new road | Given many other new roads around Auckland are not tolled it seems unfair for Penlink to be tolled. Diverting peninsula traffic away from the Silverdale exchange will benefit the other users of the Silverdale and Millwater exchanges - Penlink is a necessary component in the overall traffic infrastructure of the Hibiscus Coast area |
| 3151 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | The traffic is so bad in Silverdale to get to the coast as bottle necks every day Work in Albany live Army Bay almost an hour each way daily |
| 3152 | Individual | No, not for this new road | Not affordable travelling to and from work each day using this road. One day's cost to/from Whangaparāoa is 2/3 cost of bus fare into central city, not including cost of fuel or RUCs. Toll needs to be lower to encourage use, otherwise construction is not sustainable as it will not address congestion issues. There should be no toll for users looking to exit the motorway on to east coast bays road - tolling what is essentially an offramp is ludicrous. |
| 3153 | Individual | No, not for this new road | This road has been in 'the plans' for half a century. All upgrades to roads ie Britomart get funding, yet HBC is always left out. Yet council approve more housing but don't improve our infrastructure. |
| 3154 | Individual | No, not for this new road | We do own small family business in Whangaparāoa and we live in the same area. Tolling this road will mean the prices from all our suppliers to go up which will make the things even more difficult as they are and even us if we do need to go to a mall for supplies we will need to pay. As you are might aware there is no decent mall on the coast. The first near one is in Albany. |
| 3155 | Individual | No, I do not support the tolling of any new roads | Because it shouldn't be a toll road! |
| 3156 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | User should pay as there are alternatives |
| 3157 | Individual | No, not for this new road | I don't think people will use it if it is tolled. |
| 3158 | Individual | | |
| 3159 | Individual | No, not for this new road | We pay Auckland regional fuel tax |
| 3160 | Individual | No, not for this new road | How much extra money do you guys need? We already have "targeted fuel tax in Auckland" |
| 3161 | Individual | No, I do not support the tolling of any new roads | Taxes, rates and levies are all high enough already. |
| 3162 | Individual | Yes, but I suggest some changes | Build 4 lanes |
| 3163 | Individual | Yes, but I suggest some changes | Think it should be a 4 lane highway as with the increase in population in the region it will soon be needing extra capacity for travel . |
| 3164 | Individual | No, not for this new road | Because many new roads south of the bridge are untolled but our new ones seem to be tolled. Why can't the road be paid out of the fuel levy? HBC pay the highest fuel prices in Auckland already. Would be nice to see something for all our money |
| 3165 | Individual | No, not for this new road | |
| 3166 | Individual | No, not for this new road | It's only a 2 lane road and an essential link to ease pressure on Whangaparāoa Road and Silverdale. Fuel tax, rates etc are to pay for infrastructure and maintenance. A toll disadvantages those on the peninsula. |
| 3167 | Individual | No, not for this new road | I think it's good to think why we put this new road? Is that for local people or outside people, if you start to charge this new road, of course people still need use it, but also Duck creek road will get more busy compared with before, and you need pay more money on Duck creek for the road service. And you still need pay road service for penlink and you get less money as well. Is that not fair for the local people, still in Auckland, why they need pay for it, it that belong to government to do it. People need this new road and that make most people much easier to go to the other side. |
| 3168 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | It has always been proposed as toll road. Users should pay |
| 3169 | Individual | No, not for this new road | This has been on the cards for at least 16 years, so why pay for the delay and the new building fees. Should have been built at lest 10 years ago. |
| 3170 | Individual | No, not for this new road | Rodney was made part of the Auckland supercity but we are related like second class citizens. We have to pay for things the rest of Auckland don't have to. Other areas of Auckland have had similar roads that have not been tolled. Why do we have to pay tolls. The council /government should be handling our money better. There are taxes on taxes what are you spending the money on. You work for us not the other way around, it's definitely time you started listening to the people & not ignoring our opinion to suit yourselves |
| 3171 | Individual | No, I do not support the tolling of any new roads | Should be four lanes, and it has already been funded |
| 3172 | Individual | I am unsure | Unsure what I think about the Tolling prices, \$4 with the current cost of living and further increases seem reasonable. It would be nice if this was still considered as the years went by and if they needed to be changed before the construction is complete they would be. |
| 3173 | Individual | Yes, but I suggest some changes | Less expensive |
| 3174 | Individual | No, not for this new road | Tolling will deter locals using this new roading option. |

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| 3175 | Individual | No, not for this new road | I do not support the 2 lane proposal. Two lanes is not enough - There needs to be a minimum of three lanes - one that can be used for emergency services. With the larger aged population of Whangaparāoa increased access for emergency services will save lives. I would happily pay a toll equivalent to the Puhoi tunnel toll for faster access to hospital. There has been no community consultation re a walking/cycle lane - who needs it? Why attach a walking/cycle lane to a motorway? Why not a bus lane? To get people on to public transport you need to make it fast and accessible. Why is there no proposal for a park and ride facility near New World Whangaparāoa. There are townhouses to be built there with no car parks - how are these people going to get to the North Shore or central city. Make Penlink 4 lanes with a flush median and a roundabout at the Whangaparāoa end to keep traffic flowing. |
| 3176 | Individual | Yes, but I suggest some changes | I think that this is a great investment for north Auckland and look forward to seeing it completed. However I feel that the \$3-\$4 charge from SH1 to whangaporoa road one way is too high (peak and off peak). I believe this should be capped at \$2.50 from SH1 to Whangaporoa Rd. So that would be maximum \$5 for a two way trip. The other proposed charges make sense. |
| 3177 | Individual | Yes, but I suggest some changes | Stillwater residents should only be tolled if going across the bridge to Whangaparāoa. The current road from Stillwater to East Coast road is atrocious and not maintained well. |
| 3178 | Individual | Yes, but I suggest some changes | Tolling is acceptable if it's two lanes each way. Otherwise it's just a normal road which should be maintained by tax payers money not additional money. |
| 3179 | Individual | No, I do not support the tolling of any new roads | Too expensive for me to travel every day to work and home. |
| 3180 | Individual | No, not for this new road | It is not fair. We are already paying extra in Auckland through the extra fuel charge. |
| 3181 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Those who use it should pay for it. |
| 3182 | Individual | No, not for this new road | 1. It is now Govt. funded. 2. No other commuter road in east west or south Auckland is tolled, that is unfair. 3. Penlink will ease the congestion for Silverdale, Orewa and Millwater as well as Whangaparāoa Peninsula traffic but only Peninsula residents will pay that is unfair. 4. The cycling and pedestrian tracks will cost a lot, but there is no congestion for these travellers so why are these needed. It seems to be solving a non-existent problem |
| 3183 | Individual | No, I do not support the tolling of any new roads | If only planning and build costs are being used in the calculations, this is failure in systems planning and systems engineering. The suggestion's made by NZTA that "Tolling Penlink will reduce travel times and contribute to better environmental outcomes when people travel on the new, two-lane road between Whangaparāoa and State Highway 1." are a fallacy as these benefits will be realised without tolling. |
| 3184 | Individual | No, not for this new road | It is a very high toll cost when we already pay very expensive petrol and tax |
| 3185 | Individual | No, not for this new road | The current tolling costs are unaffordable for many people already struggling to make do. I do not want to pay an extra \$40 a week just to go to work in the city. |
| 3186 | Individual | Yes, but I suggest some changes | Penlink must be dual carriageway in both directions or we will all live to regret it. If tolling is the only option to support that then so be it! |
| 3187 | Individual | No, not for this new road | There is too much development in the area and there should be free roads to be able to take the traffic. As they are not enough at the moment there should be done new roads. As Hibiscus Coast is part of Auckland they shouldn't have penalties to go to work or the city. Why there are no toll roads on west or south Auckland, but there should be for north? |
| 3188 | Individual | Yes, but I suggest some changes | 1 - Toll should be the same as the Orewa to Puhoi toll and the same all day. 2 - Increasing the toll if the road gets congested only moves the congestion to Silverdale. Penlink was always being built to reduce the congestion in Silverdale. |
| 3189 | Individual | No, I do not support the tolling of any new roads | Currently paying fuel tax and rates already |
| 3190 | Individual | No, I do not support the tolling of any new roads | Taxes are there to look after all of us. |
| 3191 | Individual | Yes, but I suggest some changes | Only have one toll point instead of three |
| 3192 | Individual | Yes, but I suggest some changes | I support tolling but think 2 lanes is not enough to future proof the connection for expected growth |
| 3193 | Individual | No, not for this new road | This is a very minor road in the big scheme of things when compared to the motorway upgrades in Auckland City. This should be the preferred route to the peninsula to free up the traffic caused by the large developments around Silverdale/Millwater/Orewa. Penlink users should not be subsidising easing the traffic for the above mentioned areas offramps. Most of the future developments in this area are still around Silverdale. Getting peninsula is beneficial to far more people now than what it was originally. Don't taxing only a small proportion who will benefit from the road. I personally live in Stillwater, and the proposed tolls on this village is even more ridiculous than the tolls for people actually on the peninsula. |
| 3194 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Toll should be higher. All heavy vehicles should be banned from other local roads. |
| 3195 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | User pays works for me. |
| 3196 | Individual | No, not for this new road | Whangaparāoa residents have been waiting a long time for this road. The road will use congestion for Orewa/Millwater/Milldale - so these residents will benefit yet, and Whangaparāoa residents should not have to pay for a long awaited solution to better motorway connection. |
| 3197 | Individual | Yes, but I suggest some changes | Rather than using tolling to divert traffic that would otherwise use the road, it should instead be used to futureproof the connection by initially making it a two way road in each direction. |
| 3198 | Individual | No, not for this new road | A 2-lane highway should not be tolled. I would agree with tolling a 4-lane highway. |
| 3199 | Individual | No, not for this new road | Serious relief needed at Silverdale interchange through to Whangaparāoa, and proposed costs will reduce volume willing to travel Penlink route |
| 3200 | Individual | Yes, but I suggest some changes | Think there should just be one toll and you should be able to buy a frequent user pass that is discounted. No problem with tolling if the money is saved to pay it off and for future expansion. Not happy to pay tolls just for the money to be used elsewhere. |
| 3201 | Individual | No, not for this new road | Auckland motorists already pay an additional 10 cents a liter on our fuel, use that money to help pay for the link. I also think the money for the proposed light rail link to the airport would be better used on projects like this. |
| 3202 | Individual | No, not for this new road | The intention of tolling is to reduce congestion on Penlink and divert traffic via Silverdale. The whole purpose of Penlink is to relieve congestion at Silverdale. This is greatly needed based on current levels of development, which is only increasing. This indicates that Penlink should have never been reduced from 4 lanes, a decision that must be reversed. |
| 3203 | Individual | No, not for this new road | Two reasons. One, the proposed toll is too high. Suggest one or two dollars per trip. Two. Auckland already pays an additional regional fuel tax. |
| 3204 | Individual | No, not for this new road | Whangaparāoa has restricted links (one road only) to the rest of mainland NZ and needs an alternate route for all to use |
| 3205 | Individual | No, not for this new road | The amount is too high. It will add \$80 per week to our travel costs and we won't be able to afford it |

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| 3206 | Individual | No, not for this new road | People living in Auckland already pay a regional fuel tax. To be fair and equitable, the new road should be treated the same toll-free way as most other state highways funded by NZTA. Also, it would be doubly unfair for locals if congestion charges are introduced in the future. Another factor in favour of an equitable approach is that the new road will mean that NZTA does not need to spend extra money elsewhere in the area, for example, widening and modifying the Northern Motorway in the Silverdale area. |
| 3207 | Individual | Yes, but I suggest some changes | Definitely needs to be four lanes, absolutely ridiculous to bother building it if only two lanes. |
| 3208 | Individual | No, not for this new road | I don't think it's fair to toll his road as the road users are not the main benefactors of the road. Penlink allows for the massive and continued growth that has and continues to happen at the start of the peninsula. Millwater Milldale and beyond have caused the majority of the major increase in traffic around the Silverdale area and I don't think it's fair that those further down the peninsula where there is little growth, have to pay for this population growth. I also think the proposed fee is absolutely extortionate, definitely not a fair price. |
| 3209 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3210 | Individual | No, not for this new road | I think there should only be one toll - from the 1st proposed toll point near Whangaparāoa Rd to the second proposed toll point and no other tolls. |
| 3211 | Individual | No, not for this new road | A huge amount of infill housing is being built on the Whangaparāoa Peninsula already resulting in traffic delays and congestion. People need to be able to travel to and from work without substantial delays. Auckland Council will be recovering local petrol taxes and increased rates from this housing. Another tax (tolling) is not right. |
| 3212 | Individual | No, I do not support the tolling of any new roads | We shouldn't have to pay for a road that we need for emergency services and decrease congestion in Silverdale when we already pay enough for services in the city that we never use |
| 3213 | Individual | I am unsure | Dear Waka Kotahi, In some ways I am for tolling, but in my opinion, the Stillwater area and mainly the village residents should not have to pay for tolling if there is little benefit. Please note, I am not against the bridge, and I do understand about progress for all the surrounding community. It is guaranteed the Stillwater village and surrounding areas will lose our quiet enjoyment forever by vehicle noise and light pollution. I also worry about our natural fauna (mainly birds) will likely relocate or die off due to the described pollution. This saddens me the most. Given Auckland will keep growing, I personally cannot stop progress. As said above, Stillwater village should not have to pay a toll if there is little benefit. In my opinion, Stillwater residents do not get much out of the bridge given the time variation if we drive into Silverdale to drop our vehicle off at the Silverdale Bus Station or get onto the motorway from the Hibiscus Coast Highway. Where is the benefit for the common good of Auckland if all Stillwater residents always must use their vehicle to either drive to the Silverdale Bus Station or use Penlink to drive to the Albany Bus Station or alternatively just drive straight to work? Another issue, many people in Stillwater work in the local area. For instance, my office is in Silverdale at Titan Place. I will not be using Penlink often. Therefore, for Stillwater Residents to feel they are getting any benefit at all, the following realistic concession points I feel should be reviewed and possibly provided to the Stillwater Residents by a Waka Kotahi/Auckland Council partnership: PUBLIC TRANSPORT Given Penlink will change the Stillwater village and surrounding community forever, it is inevitable Stillwater will eventually no longer be a rural district RD3. How can it be? Stillwater will become an urban location of Auckland. As said, my workplace is in Silverdale. I drive there to work every day. I would love to ride my bicycle to work, but the road into Stillwater village is too dangerous to ride a bike. Note, I have many years of riding to support my viewpoint. When Penlink is developed, I believe we should have public transport system into Stillwater. Maybe not large buses, but shuttles. I can guarantee not only me, but many residents of Stillwater would use this service where we are taken to the Silverdale/Albany Bus Stations to allow us to take our journey into the Auckland region. This suggestion would reduce the amount of vehicles parking at the Silverdale/Albany Bus Stations and should reduce greenhouse gases (hopefully). FOOTPATHS Not only should Stillwater have public transport, but it would also make sense to have footpaths or bicycle paths from the village up to East Coast Road. In my opinion, East Coast Road should also have footpaths from Spur Road to the main highway in Silverdale. I have lived in Stillwater since 2012. I have seen many hikers every year walk the narrow and winding Duck Creek Road as it is part of the Te Ararua Trail. I have seen many instances where hikers take evasive action and jump into grass sections to get off the road from oncoming vehicles. I am surprised no one has been injured at this point at least to my knowledge. In my opinion for the safety of Stillwater residents and the Te Ararua hikers, a footpath should be supplied as described above. POTABLE WATER SUPPLY Given our community relies on tank water, in the summer, we have many water trucks delivering water. Having many trucks on the road creates pollution and is a safety issue driving into the narrow roads of Stillwater. The New Zealand and Local Governments are now recommending all New Zealanders to reduce pollution. I agree with this request. Therefore, I am asking, part of the Penlink development future proofs Stillwater and supplies a water main for Auckland Council (Watercare) to supply water to Stillwater residents. IN CLOSING Auckland Council through their subsidiaries provides supply many amenities to the Whangaparāoa community. There is the ferry service from Gulf Harbour to Auckland City, the dynamic lane system from Red Beach Road to the main Hibiscus Highway, soon in several years the Penlink highway system, water main supply up to Scott and Wade River Roads, footpaths from the Hibiscus Coast Highway to the entrance of Shakespeare Park and the Leisure Centre found in Stanmore Bay. The Stillwater village and surround community does not have many amenities compared with Whangaparāoa, yet the Stillwater village community is not only losing the quiet enjoyment as described above but is being asked to pay a toll for a system most residents will likely not use often and will not reap the benefits as our Whangaparāoa neighbours have in the past and will well into the future. Can Waka Kotahi and Auckland Council say that the Stillwater community is being served equitably as its Whangaparāoa neighbours? In closing, I feel Waka Kotahi and Auckland Council should discuss my concession points. We residents of Stillwater deserve your support given our quiet enjoyment will be forever altered. The concession points are equitably fair and reasonable where in my opinion, I would agree in paying a toll for the common good of our community. I look forward to hearing from Waka Kotahi about my request. |
| 3214 | Individual | No, not for this new road | I disagree with using tolling as a way to reduce the number of people using the road. The road should be available to every user not just the ones who can afford it. |
| 3215 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3216 | Individual | No, not for this new road | as it's long overdue this road and essential |
| 3217 | Individual | No, not for this new road | Happy to contribute a toll of \$2 ONLY if the construction is a 4 lane highway. It will be redundant from day 1, if it is only 2 lanes. |
| 3218 | Individual | No, not for this new road | Because Auckland has already been charged for additional roading use through additional fuel taxes etc, other parts of NZ do not pay. Aucklanders are also paying through loss of their time spent in traffic due to under spending on roading over previous years. |
| 3219 | Individual | No, not for this new road | Because we already have a extra fuel levy and maintenance cost shouldn't be high for so short rd |
| 3220 | Individual | Yes, but I suggest some changes | Toll is too high for full length duration. Why is it much higher than other tolls eg northern tunnel? Plus i think there should be more lanes. |
| 3221 | Individual | No, not for this new road | Tolls are far too high for regular drivers wishing to use Penlink. |
| 3222 | Individual | No, I do not support the tolling of any new roads | Road users are already paying for road funding via registrations, RUC, and ACC levies it's and unfair Tax for a public infrastructure |
| 3223 | Individual | No, not for this new road | Why toll those that are going to use this long awaited link? Here are only 3/4 toll roads in the whole of NZ and Penlink isn't going to be a very long road like the others tolled. |
| 3224 | Individual | No, I do not support the tolling of any new roads | The level of taxing government is collecting at the moment is ridiculous. Use the fuel tax to pay for this. Alternatively reduce the cost of fuel and im happy to pay for toll roads. |

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| 3225 | Individual | No, not for this new road | Agree with a toll, but these rates are too high for the short distance. Doesn't encourage people to use that alternative over going via Silverdale. |
| 3226 | Individual | Yes, but I suggest some changes | If we have more tolls we need them to not be at same cost. My concern if they toll pihoi to Johnstone tunnel and I'm coming sth from northland I have to pay twice. |
| 3227 | Individual | No, not for this new road | This road will be not an alternative route to my day to day activity - it will be the only route which will bring me to my work on time. Ferry or bus services are not reliable, we don't have ferry at the weekend. |
| 3228 | Individual | No, not for this new road | No other new road in Auckland city council area has been tolled, they have better public transport options than Whangaparāoa residents due to our inadequate ferry service. Plus, toll price is extortionate |
| 3229 | Individual | No, I do not support the tolling of any new roads | We are all ready paying an additional fuel tax of 11.5 cents a litre in the Auckland council area. From my travels in the Auckland area the fuel costs are higher than any where else on the Peninsula and Orewa. From my understanding the main reason the go ahead for the bridge is to ease the congestion at Silverdale to make it easier for Millwater and surrounding area to gain access. Why should we pay for those people convenience. I understand the toll is for maintenance only, I would of thought a new structure would have a maintenance guarantee of x amount of years. before the roading authority would take it over. I wonder how the roading authority works out these tolling fees when I read in the local paper a representative said one of the reasons why costs had gone up was in acquisition of the land then I read that the land was purchased years and years ago. I feel that coming up with the idea of a toll has not been assessed properly |
| 3230 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Just hurry up and start it. Sooner it starts the sooner it's finished. |
| 3231 | Individual | No, not for this new road | It's needed due to the amount of new homes and people on the road. It was needed and the cost should have been built into consents to build homes on the coast |
| 3232 | Individual | No, not for this new road | The primary goal of Penlink is to reduce the traffic demand on Silverdale Interchange, this will enable housing development to proceed to the west of SH1. Why should Penlink users pay a toll to enable a housing development? This is not equitable. Much fairer that Penlink is funded by the nationwide Highway Network Operations budget (tax-payer) |
| 3233 | Individual | No, not for this new road | I travel to Devonport for work and it costs ne \$80 to \$100 a week in fuel. An additional \$4 each way is ludicrous. I would not pay \$8 a day for the 7km road. I pay enough in tax and the 10cent regional fuel tax should cover this. I believe there is also a congestion tax coming... |
| 3234 | Individual | No, not for this new road | The project as proposed is already 'fully funded' by taxpayers and unfortunately is now just 2 lanes just like the existing Whangaparāoa road over almost its entire distance the slowest vehicle of any kind will determine the travel time for all. The plan should be for 4 lanes as proposed for many years at a lower cost and should not be considered a future possibility as a retro add on - just like the Auckland Harbour Bridge saga of years ago - build for the future not for yesterday. Furthermore construction a pedestrian/cycle add on which should be costed separately is a total waste of taxpayers hard earned money - what are the projected daily usage by pedestrians and cycles - will people walk or cycle to work using Penlink - tell the taxpayers now and will they be tolled too for this added cost to other users ?? |
| 3235 | Individual | No, not for this new road | I don't support tolling for a 2 lane highway, however if it's upgraded to 4 lanes or 2 lanes each way and tolling will get us there then I will support tolling in that case. |
| 3236 | Individual | No, not for this new road | This not a State Highway, it is a link road, and only State Highways should be tolled. Tolling is now being proposed for the maintenance of Penlink but road maintenance is the responsibility of NZTA and not tax payers. We already pay rates and fuel taxes for this. When the Auckland Regional Fuel Tax was introduced, one of the purposes was for the construction of Penlink so we are already paying towards Penlink. It should be four lanes, not two. Do it right the first time. |
| 3237 | Individual | No, not for this new road | I thought that the Auckland regional fuel surcharge was introduced to subsidise projects of this nature |
| 3238 | Individual | No, not for this new road | I grew up on the coast since 1974. I've seen a lot of Penlink plans over the years. The only reason that Penlink has been given the green light now is because you need Whangaparāoa peninsula traffic off the Silverdale interchange with SH1 so that development of 30,000 homes & 600 hectares of industrial land in dairy flat can go ahead. Why should we pay for that? Also alternative access to SH1 was meant to be delivered to us via Wainui road to the Millwater developments interchange as part of the original plan. This never came to pass. From the information I have seen in this consultation you are using tolling to deliver travel time benefits on a 2 lane bridge. Much was stated in the consultation session I attended around future proofing & building the best option first. However by going with only 2 lanes does not seem to be following this position. To need to have tolling & limiting traffic to get your travel time reduced in models shows you haven't future proofed the bridge at all. Where would light rail go if that is the future for public transport? This is a far better approach to future proofing & reducing carbon with public transport. The northern busway proves how dedicated public transport lanes delivers public transport that people will choose to use. I note that all the travel times that are referenced are only along Penlink itself. If you & AT do not actually have a conjoined plan around traffic coming on & off Penlink then the evening peak will turn Penlink into a car park. It will also mean local roads not built for traffic volume will become 'rat runs' for traffic to/from Penlink. Just 2kms to the east of Penlink along the main road Whangaparāoa rd are 5 intersections within 400 metres of one another including 3 traffic light controlled intersections at the Whangaparāoa shopping centre. If this badly & hodge podge designed piece of road is not addressed it will mean Penlink is a disaster. The alternative route that people will take when entering/exiting Penlink & going east will put heavy traffic onto local roads & onto the very unprepared road 'Moreton drive'. This is the only road that allows an alternative route east & missing WPG rd hold ups. Moreton drive has a heavy axle weight limit of 1,000kg & has two corners at which there is only just enough room for two cars to squeak past each other. It is not suitable for volumes of traffic. Most of it is not marked as two lanes! |
| 3239 | Individual | No, not for this new road | |
| 3240 | Individual | No, I do not support the tolling of any new roads | If the road is needed, which it obviously is, it should be funded as with any other infrastructure project in NZ and be free to users. Why should we pay rates and taxes into a system that then charges extra for specific projects. I notice none of the major roading projects south of the bridge get tolled? If we have to pay extra for our roads here why should we pay for any others throughout the country, say, Gore, where km of road per user is huge. |
| 3241 | Individual | No, not for this new road | Motorists in Whangaparāoa already have expensive travel and already pay the Auckland fuel surcharge |
| 3242 | Individual | No, not for this new road | Unfair if Akld congestion tax is introduced. Totally unacceptable. We pay our taxes including on fuel. I oppose tolling |
| 3243 | Individual | I am unsure | Penlink needs to be four lanes not the two now proposed. Two lanes is pointless and once again shows a lack of foresight. |
| 3244 | Individual | No, I do not support the tolling of any new roads | It makes no sense to retrospectively apply a toll. Recognise that tolls have been proposed at various stages but the project was approved without the business case requiring tolls. It is inequitable to toll this road and not others where development is larger, like Milldale. When congestion charges are considered that is the time for an equitable approach. And the approach on Whangaparāoa road needs to be better worked out, and a park and ride must be installed. It is crazy not to. |
| 3245 | Individual | No, not for this new road | I don't see why northerners have to pay for new roads when everyone else gets free roads. The congestion up here is such that this should have been done ages ago |
| 3246 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Tolls should be used as a method to pay for ongoing maintenance. The new road will also reduce travelling times for people travelling to and from the peninsula. This is a cost saving to them. |
| 3247 | Individual | No, not for this new road | |
| 3248 | Individual | No, not for this new road | The peninsula has waited such a long time to get this road and to dangle it now with a stick approach is totally unfair. The road is needed now and the issue of tolling just helps delay the council from actually getting in with it! |

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| 3249 | Individual | Yes, but I suggest some changes | I think there should be the ability to have a reduced toll if there is high occupancy in the vehicle |
| 3250 | Individual | No, not for this new road | Cost should be covered under existing fuel tax |
| 3251 | Individual | No, not for this new road | We already pay too much in petrol taxes & surcharges |
| 3252 | Individual | Yes, but I suggest some changes | Off peak tolling should be significantly reduced and peak tolling increased. I don't understand why NZTA is not discouraging car travel into Auckland during peak times - it's grim!!!!!! |
| 3253 | Individual | I am unsure | The toll cost needs to be small and easy to pay. |
| 3254 | Individual | No, I do not support the tolling of any new roads | We pay enough taxes on petrol, Aucklands additional petrol tax, rates and national road tax. |
| 3255 | Individual | No, I do not support the tolling of any new roads | We pay enough taxes through our rates and petrol tax and the additional Auckland petrol tax. And this is above the exorbitant petrol prices on the coast in particular. |
| 3256 | Individual | No, not for this new road | Because of the growth in this area of new developments, housing and people that pay large amounts for rates this should have been built 20 years ago. |
| 3257 | Individual | Yes, but I suggest some changes | This process is not consultation as NZTA is imposing a view. Consultation by definition involves the consideration of a multiplicity of views in an open environment. Further, the extremely narrow perspective proposed by NZTA is ignoring the agreement reached with Auckland Transport appointed commissioners which specifically stated there was to be tolling and the will be only one tolling gantry at the eastern end of the bridge to ensure the primary beneficiaries (Peninsula residents) of the road pay the majority of the tolls. We understand NZTA is claiming this document doesn't exist, if you need a copy I am happy to provide it. |
| 3258 | Individual | No, not for this new road | Tolling is being proposed for the harbour bridge and adding further tolling from those living at the fringes of the city to commute will push up living costs substantially. Tolling will negatively impact those at the end of the peninsula who have limited choice as the alternative route will be substantially longer and more congested with new housing on the coast. |
| 3259 | Individual | No, not for this new road | Maintenance should be funded from the existing fuel tax we already pay. |
| 3260 | Individual | No, not for this new road | I feel that we already contribute more than enough to the super city with little local benefit. |
| 3261 | Individual | No, not for this new road | It will be for commuters assisting the economy |
| 3262 | Individual | No, I do not support the tolling of any new roads | Because it's already funded my the government and no other roads are tolled for maintenance. |
| 3263 | Individual | No, I do not support the tolling of any new roads | |
| 3264 | Individual | No, not for this new road | One lane each way - narrow, we have already paid more than enough for this Auckland Road. |
| 3265 | Individual | Yes, but I suggest some changes | We believe Penlink has to be fair for everyone and to achieve an outcome that works. The previous Minister of Transport said there needs to be an efficient PT service as well as Penlink. Whangaparāoa Road cannot in many parts be widened to accommodate a bus lane that would make bus services more efficient therefore the answer is Penlink. The Penlink Now Team would support a Toll IF..... 1. The ultimate would have been 4 lanes which would provide bus lanes, so in the case of not having that the shoulders should accommodate buses, T2 and an emergency vehicle lane. Funding needs to be found for a bus station at the Whangaparāoa end of Penlink (AT) Buses should be in place on day 1 of Penlink opening. This will be a game changer in getting people out of cars and into PT. Buses should not pay a Toll. 2. The Toll should be \$2.10 regardless of when you travel, 70cents per gantry and larger vehicles \$4.20. I believe this is fair comparing Penlink 7km with the Northern Gateway 7.5km 3. If Penlink is not Tolloed it will cause congestion at either end of Penlink and in particular the motorway, a Toll will give people the choice to either pay a Toll or use Whangaparāoa Rd. 4. We would have preferred a roundabout design at the Whangaparāoa end rather than lights. Roundabouts keep traffic moving. Lights stops traffic and cause congestion. 5. A Toll is fair as everyone pays. At the moment electric vehicles don't contribute as they don't buy/pay a tax via fuel. While they make a Climate change contribution they don't contribute in any way to Roads or road maintenance. Once again, it's fair. 6. We also believe Penlink will be good for Businesses on the Whangaparāoa as they will be able to get products in a timelier fashion as well as emergency vehicle's being able to get to attend quickly. 7. We don't believe that raising Tolls during peak hours should be used as a means of controlling congestion. We see that as totally unfair. Especially when we see an inferior road of 2 lanes as indicated in The Business case for Penlink in February 2019 that concluded Penlink should be built as a 4-lane road per the Designation and Resource consent that was obtained in 2016. |
| 3266 | Individual | No, not for this new road | we pay enough in taxes that we shouldn't have to pay tolls to drive on a much needed road in our area. Also where is the foresight into the future growth of the area? you are planning a 2 lane road which seems ridiculous. Plan ahead and make it 4 lanes so it can cope with the increasing traffic demands over time. If it were a four lane project costing much more money i would be more open to having the road tolled. Why is a cycle way being planned for the road? where are people going to cycle to along this route, from Whangaparāoa to SH1 and back for fun, a cycle way will have no positive effect on the amount of traffic on the road. |
| 3267 | Individual | Yes, but I suggest some changes | Stillwater residents need a free route into/ out of Stillwater as the current route is dangerous and poorly maintained. |
| 3268 | Individual | No, I do not support the tolling of any new roads | If various taxes collected on cars & on fuels plus an Auckland specific Regional Fuel Tax is not enough for the collecting entity (in this case the Government), then the entity must be the most inefficient one in the world. Perhaps it is time to start thinking about paradigm shift in divesting Government functions. Privatisation of most functions of Transport Ministry may be an idea worth exploring. |
| 3269 | Individual | Yes, but I suggest some changes | We believe Penlink has to be fair for everyone and to achieve an outcome that works. The previous Minister of Transport said there needs to be an efficient PT service as well as Penlink. Whangaparāoa Road cannot in many parts be widened to accommodate a bus lane that would make bus services more efficient therefore the answer is Penlink. The Penlink Now Team would support a Toll IF..... 1. The ultimate would have been 4 lanes which would provide bus lanes, so in the case of not having that the shoulders should accommodate buses, T2 and an emergency vehicle lane. Funding needs to be found for a bus station at the Whangaparāoa end of Penlink (AT) Buses should be in place on day 1 of Penlink opening. This will be a game changer in getting people out of cars and into PT. Buses should not pay a Toll. 2. The Toll should be \$2.10 regardless of when you travel, 70cents per gantry and larger vehicles \$4.20. I believe this is fair comparing Penlink 7km with the Northern Gateway 7.5km 3. If Penlink is not Tolloed it will cause congestion at either end of Penlink and in particular the motorway, a Toll will give people the choice to either pay a Toll or use Whangaparāoa Rd. 4. We would have preferred a roundabout design at the Whangaparāoa end rather than lights. Roundabouts keep traffic moving. Lights stops traffic and cause congestion. 5. A Toll is fair as everyone pays. At the moment electric vehicles don't contribute as they don't buy/pay a tax via fuel. While they make a Climate change contribution they don't contribute in any way to Roads or road maintenance. Once again, it's fair. 6. We also believe Penlink will be good for Businesses on the Whangaparāoa as they will be able to get products in a timelier fashion as well as emergency vehicle's being able to get to attend quickly. 7. We don't believe that raising Tolls during peak hours should be used as a means of controlling congestion. We see that as totally unfair. Especially when we see an inferior road of 2 lanes as indicated in The Business case for Penlink in February 2019 that concluded Penlink should be built as a 4-lane road per the Designation and Resource consent that was obtained in 2016. |
| 3270 | Individual | No, not for this new road | The money has already been put to one side for this project and lots of other roads are being built that are not tolled. |
| 3271 | Individual | No, I do not support the tolling of any new roads | We have been paying a social road use tax for projects like this. There are already two toll roads north of the bridge and none south. |

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| 3272 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | |
| 3273 | Individual | No, not for this new road | In the last 20 years, Auckland Council and Auckland Transport have done next to nothing to improve congestion or traffic flow across the Whangaparāoa area. We put up with slow phasing lights, poor town planning and design, along with sub average road maintenance management. Get it built and stop wasting time with these ridiculous surveys! Had the project started back in 2003 Govt wouldn't be facing the cost escalation across the Construction industry now. |
| 3274 | Individual | No, I do not support the tolling of any new roads | I live in Stillwater and feel the disruptions we will have to our roads and beautiful peaceful estuary we should be exempt on paying tolls for the Penlink |
| 3275 | Individual | No, not for this new road | Suggested prices are way too high, it will create a them and us situation. Some can afford it to get to work, others will struggle. |
| 3276 | Individual | No, not for this new road | Extremely unfair to Stillwater residents on what is already a tight winding road this road is going to severely impact residents during and after the build impact house prices in the area - the toll is far too high and you risk it becoming a white elephant like the one in Tauranga if you do not take it realistic. |
| 3277 | Individual | No, not for this new road | People have been inconvenienced with way out travelling. Why inconvenience or penalise them again. |
| 3278 | Individual | No, not for this new road | It is not fair that we pay taxes for over 20 years when Penlink should have been built and in use and now you want us to pay a toll as well |
| 3279 | Individual | Yes, but I suggest some changes | I only support tolling if it was at least 3 lanes for dynamic lanes or preferably 4 lanes to future proof it for the long term. |
| 3280 | Individual | No, not for this new road | We live in Stillwater and feel the benefit for this service is pro Whangaparāoa and there has been little to no thought as to how this would affect the Stillwater community throughout the build and the long lasting noise pollution which we do not currently have |
| 3281 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | We need to get the road built ASAP - the current congestion is getting worse by the day |
| 3282 | Individual | No, not for this new road | As a Stillwater resident, I do not think it is reasonable when we do not have access for using the whole road and are unable to travel to Whangaparāoa. As residents, we will also bare the brunt of having the bridge on our doorstep. I do hope that inclusion for foot, and cycleway users has been provided from the bridge to Stillwater for residents and the Te Araoa National Walkway users that currently users trek our dangerous road. |
| 3283 | Individual | No, not for this new road | It's a tax on the residents, this would be part of our daily commute and would be an extra cost. I understand it for large motorways. |
| 3284 | Individual | No, not for this new road | They should have access as a right, not only if you can afford it. |
| 3285 | Individual | Yes, but I suggest some changes | Allow for toll free access to the city from Stillwater with the option of the toll to go to Whangaparāoa - across the bridge. Stillwater's current access is dangerous and poorly maintained. |
| 3286 | Individual | Yes, but I suggest some changes | I think tolling is a fair option but costs need to be discussed. |
| 3287 | Individual | No, I do not support the tolling of any new roads | The toll is far too expensive especially for many pensioners who live in Stillwater. We have NO bus route to Stillwater, lose our quiet village, have years of disruption, then expected to pay exorbitant tolls on top of the petrol surcharge we already pay. |
| 3288 | Individual | No, not for this new road | I already pay central government tax, council tax, Auckland fuel surcharge, fuel tax and vehicle licence towards the cost of roads. Auckland council set aside funds from the fuel surcharge in order to fund the construction of Penlink but this has not been used for this purpose as Waka Kotahi has funded the road build. |
| 3289 | Individual | No, not for this new road | No because it is excessive and will encourage people to travel Duck Creek Rd to avoid toll points. |
| 3290 | Individual | No, not for this new road | People using SH1 north of the junction with Penlink will benefit from the reduced traffic. Therefore I feel that tolling Penlink users is inequitable |
| 3291 | Individual | No, I do not support the tolling of any new roads | We pay enough in road taxes already, as well as the extra Auckland petrol tax. There will be years of construction and noise building it, then more traffic noise, continually rising costs, and a terrible eyesore for those who live near it. Our view of the river will be ruined, not to mention the stillness of Stillwater will be desecrated....we will have to rename it Noisy Ugly Water. |
| 3292 | Individual | No, not for this new road | It's a local road that has three or four local connections to it, it is not a motorway |
| 3293 | Individual | No, not for this new road | For me to travel from Stillwater to Whangaparāoa or to SH1 (a very short trip) return would be \$6 in peak times - this would be very costly over the week so I probably won't use Penlink. It seems that the benefits of Penlink are to free up traffic around the off/on ramps for Millwater, Mildale etc but those residents (benefiting for less traffic) won't be tolled so that seems inequitable. I do support the Penlink project, just not the tolls on what is really a road that only local residents would use |
| 3294 | Individual | No, not for this new road | This is a 2 lane road. Not worth 850mill of public money, and the coat of our climate with all the materials requires to build. |
| 3295 | Individual | No, not for this new road | The Auckland petrol tax should be spent on all new existing roads in Auckland. |
| 3296 | Individual | No, not for this new road | Considering the traffics jams through Silverdale this express lane is essential or better roaming systems need to be in place there |
| 3297 | Organisation | Yes, but I suggest some changes | Business Whangaparāoa would like to submit a proposal regarding the tolling of Penlink. We feel the tolling set up as proposed has been well thought out with the 4 tolling points and the staging of toll pricing. The science behind the tolling clearly shows the merits of having a toll and how it would assist in the staggering of traffic flow. With regard to the toll charges we feel these are currently too high and should be pitched at a level closer to the other tolled road in the area being the Orewa to Puhoi State Highway 1 section. Our understanding is this is equivalent of approx. 70 cents per kilometre which would make the full toll for Penlink around \$2.10. We also appreciate however that the toll needs to be at a level for the above-mentioned staggering of traffic to be achieved and to be viable for the costs this tolling is proposed to cover. The other comments we have are around the Peak/Offpeak pricing – it seems complicated and possibly a waste of time, as the majority of users will be work commuters and they have no choice to travel off-peak so the purpose of it to reduce traffic numbers at peak time is defunct. Conversely, those who may be able to travel off-peak (retired, school mums) will likely be those who choose to not use it at all as they have less financial means. So, it may not be an incentive to go off-peak to reduce traffic numbers here either. You use it, you pay. It could also be viewed by a commuter using it 10x a week that they are propping up the off-peak people getting a discount and therefore they would prefer everyone to pay a cheaper flat rate. With regard to Penlink itself, the ideal scenario would be for the bridge to be 4 lanes from the outset and we feel it is rather short sighted for this not to be an immediate consideration, however, if the bridge will only be built as a two lane bridge it would be essential for the shoulders to be widened to allow for emergency access and this could then also be used as an express bus lane and T3 lane. It is good that the proposal is for public transport not to be tolled. The wider shoulder, with use for emergency services, bus lane and T3 would also encourage greater use of public transport which we believe is within the governmental specs for the project and have benefits towards the lowering of carbon emissions which is essential. We also believe that if Penlink is built only as a two-lane, tolled bridge that a portion of that toll must be allocated for the future development of making it four lanes as this is an inevitable scenario. |
| 3298 | Individual | No, not for this new road | No fair...road necessary due to congestion in Silverdale Stillwater and Millwater. |
| 3299 | Individual | No, I do not support the tolling of any new roads | When the road is tolled the majority of people will avoid the road therefore the old roads will not see much reduction in traffic. If the road is free more vehicles would use the road therefore reducing congestion on the current motorway and Whangaparāoa road |

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| 3300 | Individual | Yes, but I suggest some changes | Free access for Stillwater residents |
| 3301 | Individual | No, not for this new road | This is unfair on the Whangaparāoia community especially considering there is no toll on the new Puhoi to Warkworth motorway link. |
| 3302 | Individual | No, not for this new road | The benefit to people using the Silverdale offramp will be immense yet they are not being asked to pay. We would be paying for all of them. |
| 3303 | Individual | No, not for this new road | Auckland's special treatment: 11.5ct/l charge - nothing happens! Dynamic Congestion Charge, Ridiculous Parking Fees, More and more High Density developments without expanding the road network is criminal and neglecting peoples human rights. 1. Auckland's town / traffic and infrastructure planning is not up to minimum requirements and demand on safety, security and basic human rights. This additional road capacity is long overdue in a highly overdeveloped undersupplied area of Auckland. -Inacceptable long travel times in a MEDICAL EMERGENCY (time is brain e.g. in case of a stroke or other critical issues) 25 - 45 minutes to the only hospital @ North Shore. If... an ambulance is available? 2. Reduction of SPEED LIMITS (e.g. Whangaparāoia Rd. from 70 to 50, East Coast Rd. from 100 to 80/60, Albany Hwy 100 to 60/80 km/h) lead to decreasing road capacity in the wider area. Resulting in LONGER TRAVEL TIMES, MORE TRAFFIC JAMS, HIGHER EMISSIONS, MORE TRAFFIC FINES, MORE HWY POLICE ACTIVITY, FRUSTRATED CITIZENS, MORE AGGRESSION, MORE DEPRESSION... Auckland's economy is coming under unnecessary pressure. Higher COST, LOWER EFFICENCY in an already inefficient economy (compared with other OECD countries). PS. 10 or more years to build a busWAY parallel to a hopelessly under designed SH1 (MWY ?) and still discussing a 2nd harbour crossing just shows the incompetence of Waka Kotahi's ever changing experts and their consultants. (Not to mention wasted \$100eds of millions in planning costs for Bike Bridges, MWY tunnels, Light (Snail) Rail in tunnels of wherever) |
| 3304 | Individual | No, not for this new road | One of the worst congestion points in the area is the off-ramp (going north) at Silverdale. The people who use this off-ramp will be the greatest beneficiaries of the reduced congestion provided by peeling - and that benefit will be paid entirely by non-users of that motorway access point |
| 3305 | Individual | No, not for this new road | |
| 3306 | Individual | No, not for this new road | Stillwater is small village community and it will not be affordable for majority of the people. |
| 3307 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | good for daily commuters, less time, time saving, efficient. it's a no brainer win win for all |
| 3308 | Individual | Yes, but I suggest some changes | HGL supports access between East Coast Road and the Weiti Future Urban Zoned land not being tolled and opposes any future plans to toll this length of the road. |
| 3309 | Individual | Yes, but I suggest some changes | The SH1 off ramp toll point should be moved to corner of East Coast Rd and Penlink corridor. As this will release the traffic load at Silverdale SH1 and Otaha Valley Road on/off ramp. Also releases SH1 peak traffic load between Otaha Valley Road to Silverdale as there is over 12km of highway with no off ramp in between. |
| 3310 | Organisation | No, not for this new road | Will the govt be tolling the new Wellington motorway and the Transmission Gully highway?. Penlink would mean 3x toll roads within a 20 minute drive for us. as a local resident for over 30 years - a 4 lane bridge is the only logical option, cycle / walkway is minor requirement even though I am a cyclist |
| 3311 | Individual | Yes, but I suggest some changes | I think the rate is still rather high for such a short distance. This is supposed to be reducing the congestion on Whangaparāoia Road. By putting a high toll rate, it will not encourage people to use, which means the original objective of reducing traffic will not work. I suggest the rate be reduced accordingly. |
| 3312 | Individual | No, I do not support the tolling of any new roads | The money wasted on most of the projects previously and underway is disgusting. Its a free for all into the money trough. And then you want to toll it! |
| 3313 | Individual | Yes, but I suggest some changes | Different regions on the road should be tolled. The 7km stretch should be divided more equally. There should be tolling payment options for regular motorists as this is otherwise a significant expense. |
| 3314 | Individual | Yes, but I suggest some changes | 1. Building a two lane road is very short sighted it should be 3 lanes minimum including the bridge allowing Morning traffic two lanes south and Evening traffic two lanes North. 2. By all means toll is at least \$5 per single trip with a monthly discount package for frequent users of say \$100.3. As a retired gentleman I would continue to use the old road no need to pay the toll and this may apply to many on the peninsula especially as the road will quickly become congested being only 2 lanes. |
| 3315 | Individual | No, not for this new road | Do you remember; the motorway north, the harbour bridge, Panmure Bridge, Panmure round-about, Whangaparāoia Road, Greenland Road, Oteha Valley to Constellation. There are 100's of examples like these all over Auckland **Just look at Auckland and it's growth and say to yourself...WE DIDN'T PLAN AHEAD;AND Penlink IS ANOTHER PERFECT EXAMPLE OF NZ TRANSPORT'S SHORT SIGHTEDNESS. We get a grant for \$8.7 billion and we're going to put "A 2 LANE ROAD" you have got to be kidding, out of your tiny minds. Have you not learned, do you not observe your history of under-planning and overspend on the re-vamping, up-dating, re-doing, when thinking ahead may have been a better option. I'm all for tolling BUT, ONLY IF YOU PUT A ROADING SYSTEM THAT SUPPORTS THE GIANT INCREASE OF DEVELOPMENT THAT IS GOING TO GO AHEAD. The peninsula is fairly sinking under the burden of over development already, look at the Silverdale area and the massive traffic hold-ups, hiccups, hassles, hysteria, around this massive under-planning by our Council and your Department. Add another 10 years of development and it'll be the same old same old. WE NEED 4 lanes, 2 each way at the very least. Forget the bike. Once granny, Fred, or mother go on Penlink and get to the motorway on their bike, then what ??? You may believe that granny is going to get on her bike and go shopping. Wrong. Well, nobody is. Look at the terrain for gods sake, it isn't the Netherlands. Understand???? Old saying DO IT ONCE - DO IT RIGHT. The bus, what a joke. I live in Gulf Harbour and decided to try the bus to Silverdale. After half an hour I'd made it to Ladies Mile where the bus sat there with all 2 of us on board waiting, waiting, waiting to get out on the Whangaparāoia road. Bus 27 minutes to Plaza, I gave up and got off bus. 9 minutes by car. Has it ever occurred to you that we don't actually want to go to the city. Try getting from Gulf Harbour to Browns Bay !! The park and ride is a disgrace, there has NEVER been enough parking. When NZTA and all Councillors sell their cars and go to ALL meetings, to work and catch the bus or train to the airport when they fly off to conferences/work, maybe do some weekly grocery shopping on their way home and hump it on their bike, bus or train, then I'll believe we're getting somewhere. FORGET THE BUS LANE AND THE BIKE LANE, MAKE THE DAMN ROAD WITH ENOUGH LANES TO CATER FOR CARS, TRUCKS AND BUSES - PUT IN A TOLL AND THEN WE'RE GOING SOMEPLACE. |
| 3316 | Individual | No, not for this new road | A definite no to tolls on the penlink road this is a needed piece of roading infrastructure first proposed in the 60's just get it done and make it 4 lanes so you don't have to put clip ons on it in the future AT roading is an embarrassment. |
| 3317 | Individual | No, not for this new road | Penlink as a public road must be toll free. |
| 3318 | Individual | No, I do not support the tolling of any new roads | Because we pay millions of dollars in taxes. It is the job of the government and its agencies to render us services. If we are to pay full tax, toll to use roads, buy bottled water to drink, pay insurance for better health services, so why should we pay taxes? We transport goods in the area, toll means increase in the cost to the consumers for the services we provide. Toll should be for all non-taxpayers. Not for people who pay millions in taxes. This is stupidity. |

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| 3319 | Organisation | No, I do not support the tolling of any new roads | <p>Submission on Penlink Tolling Proposal Overview 1. The NZ Automobile Association (AA) appreciates the opportunity to comment on the Waka Kotahi Penlink tolling proposal. 2. The AA does not support tolling Penlink solely for maintenance and operational purposes. The National Land Transport Fund (NLTF) remains fundamentally a user pays system and maintenance (and safety) must be the first calls on these funds. Citing NLTF pressure as a key reason for tolling the road and potentially other new state highways to pay for these costs, gives the appearance of a quick fix for a much bigger problem, particularly while an extensive revenue review is underway to address this pressure. 3. The AA also opposes charging Penlink users a toll to address "travel time reliability". Waka Kotahi Tolling Policy states that the Land Transport Management Act does not provide for establishing a toll for travel demand or congestion management purposes. The combined impact of significant tolls for commuters, diverting substantial traffic on to Whangaparāoa Road, and a very minor increase in public transport trips, does not represent an optimal balance of revenue, network outcomes and user costs. 4. Congestion at the western end of Penlink appears to be largely due to growth in the surrounding area rather than demand for travel on Penlink. A change in sequencing through earlier provision of the planned full diamond motorway interchange is needed to maximise the benefits of the investment and to avoid exacerbating a separate problem. This would also avoid a further inequity in making the Redvale ramps the only tolled motorway ramps in New Zealand, particularly given they will be used by many motorists who do not wish to travel on Penlink. 5. The AA's 2020 submission on the Waka Kotahi Puhoi to Warkworth tolling proposal, noted changes in the purpose of Waka Kotahi tolling proposals were occurring in a strategic vacuum. This remains the case today. The AA's view remains that a clear strategic basis for tolling, informed by the revenue review, needs to be in place before specific tolling initiatives like Penlink are brought to the table. Introduction 6. This submission has been shaped by feedback from the AA's Auckland District Council, which in turn reflect the views of the AA's more than 330,000 Auckland Members, a number of whom will be regular users of the new highway. 7. The AA supports tolling where: • toll revenue will enable new roads to be built earlier than would be possible with National Land Transport Funds (or, as has been the case more recently, taxpayer funds) and • where the proposed toll strategy will achieve a positive overall network outcome across both the new road and the alternative route(s). 8. Previous Waka Kotahi tolling proposals have focused on generating toll revenue to contribute to the construction costs of a new road. Tolling of Penlink has also previously been proposed for this purpose. The construction of Penlink is now fully funded by the government as part of the NZ Upgrade programme. Waka Kotahi is proposing Penlink be tolled to cover the costs of maintaining and operating the road and to support travel time reliability and is undertaking formal consultation on this proposal. Tolling for maintenance and operation costs 9. The AA notes Waka Kotahi advice to the Minister of Transport that it expects the costs of maintaining and operating Penlink to be higher than the standard costs for a connector road of this type. However, Waka Kotahi has not provided any estimate of what these costs are likely to be other than to note that tolling revenue is expected to be sufficient to cover these costs along with the costs of toll collection. 10. Waka Kotahi has also stated that "over the last fifteen years, all discussion and planning towards this road has assumed tolling to meet these relatively high maintenance and operation costs". This may be the case in respect of internal discussions, but the AA is not aware of any information either in the public domain or that had been shared with stakeholders on tolling the road to fund these functions prior to Waka Kotahi announcing its proposal on 14 January. 11. The AA agrees with Waka Kotahi that the National Land Transport Fund (NLTF) is under increasing pressure to fund transport improvements across the country. However, we do not agree that Penlink and potentially future new state highways should be tolled to pay for their maintenance and operation (and therefore effectively become permanent toll roads) to address this pressure. 12. Tolling primarily for maintenance purposes directly contradicts the purpose of the land transport revenue system. Despite significant changes in recent years, the NLTF remains fundamentally a user pays system – road users pay petrol taxes and road user charges based on their road use. Road maintenance (and safety) must be the first calls on these funds. It is inequitable to single out Whangaparāoa motorists (and potentially other new State Highway users) to pay twice for the costs of maintaining and operating their roads. Why should motorists in some locations be required to pay tolls to use their new State Highway, while those in other places, Waikato and Wellington, for instance, do not? The consultation material is silent on this issue. 13. Penlink is also included in the list of projects to receive capital expenditure from revenue in the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Order 2018. Following the government's NZ Upgrade announcement two years ago, this money will no doubt eventually be reallocated to other projects. In the meantime, residents are paying regional fuel tax to help fund the construction of a project that is now fully funded, as well as contributing to the project as general taxpayers, and paying petrol taxes, road user charges, motor vehicle registration fees and rates to support maintenance of the Peninsula's road network. 14. Re-pitching tolling to fund Penlink's maintenance and operation and citing NLTF pressure as a key reason for this, gives the appearance of a band-aid for a much bigger problem. An extensive revenue review is underway to address short and medium term pressures on the NLTF, and ultimately, to develop a transport funding system that is fit-for-purpose for the longer term. This suggests to us now is not the right time for convoluted and inequitable add-ons to the system. 15. It is also unclear whether separately accounting for maintenance and operation of Penlink would be administratively efficient. To meet public transparency standards, it would be important for Waka Kotahi to report separately how the revenue it collects from toll payers is being applied against the costs of maintaining and operating the road (and for any other new State Highways it tolls solely for these functions). The tolling strategy is expected to generate net revenue in the order of \$7.7m per annum. The AA questions whether the costs of accounting for and reporting this revenue and costs separately from other State Highway maintenance costs are justified given the relatively small sums involved. Tolling for demand management 16. The AA is concerned on several fronts that the primary, if unstated, reason for the proposal is demand management. We note the Waka Kotahi media release announcing the proposal expresses it this way "tolling would help to provide more reliable journeys by reducing travel times. It would also contribute to the cost of maintaining the road so it Penlink TOLLS SUBMISSION. We have lived in Stillwater for over 26 years. During this time we have taken an interest in the development of the area including serving on the ratepayer's committee (Stillwater Community Assn). We attended many meetings concerning the Penlink project and were happy with what we understood were agreements in place for the structure. We made a submission to the Notice of Requirement (NOR) for change to Penlink designation in March 2015. Our memories of some of the conditions and arrangements affecting Stillwater differs considerably from the new proposed/current version. We understood that Stillwater would be subject to a toll only to Whangaparāoa Peninsula and there would be free access to the motorway at Bawden road. Proposed Toll Structure submission: At the Stillwater meeting the NZTA Representative revealed the main reason for Penlink is to ease congestion across the North end of the North Shore and open up development around Orewa, Millwater, Milldale, Dairy Flat and Redvale. Given the fact that Stillwater as a whole is not the target market for the bridge, we think that the proposed toll structure for the village is out of all proportion. Stillwater has no Bus Service, no food shops, no Garages, no Retail outlets, no Schools, and no Doctors, therefore residents have to use our one road in and out to address these. Penlink may solve some but also add unreasonable expenses to attend the above. There is no doubt we will have to endure several years of disruption noise, dust and an increase in traffic during the construction of Penlink only to be confronted with the highest toll structure in New Zealand to use it. With the main access of roadworks using Spur Road/Duck Creek Road, some assurances that the NZTA and Auckland Transport are as one with this needs to be confirmed. We have also been subject to the 10 cent per litre regional fuel tax supposed to provide additional funds to a region to pay for transport projects and feel we have already contributed, with no reward, to the project. NZ has three current toll roads. Two in Tauranga and the Northern Gateway. They are tolled at no more than \$2.40 for the whole length of each road. All three connect large populations using both local and casual road users. The Waterview Tunnel has no tolls. Penlink mostly connects to the smaller population of the Whangaparāoa Peninsula drawing from local frequent users. The following comments are pertinent to the whole Penlink Project: What arrangements have been made concerning the mitigation of fumes from the bridge? Stillwater is so very concerned about any contamination and quality affected by vehicle fumes. What measures are in place disposing of water from the bridge which may contain rubber dust, hydrocarbons, heavy metals, etc? Soundproofing from the bridge. Light pollution for the street lights. The Weiti river is a flight path for birds at night transferring from Kiapara mudflats to Weiti River mouth. Noise and mitigation of the valley echo. Residents in the village are well aware of the echo effect of the valley. Sirens and music from the Whangaparāoa Peninsula can be intermittently heard – Constant traffic noise could be unbearable. The very least charges we should incur are those as charged to the comparable community from the Weiti Precinct. In Summary: Stillwater loses a lot and gains little from Penlink. We strongly disagree with the tolling structure for Stillwater. We are happy to pay to go over the bridge to Whangaparāoa Peninsula (\$2.00).</p> |
| 3320 | Individual | No, not for this new road | <p>Penlink TOLLS SUBMISSION. We have lived in Stillwater for over 26 years. During this time we have taken an interest in the development of the area including serving on the ratepayer's committee (Stillwater Community Assn). We attended many meetings concerning the Penlink project and were happy with what we understood were agreements in place for the structure. We made a submission to the Notice of Requirement (NOR) for change to Penlink designation in March 2015. Our memories of some of the conditions and arrangements affecting Stillwater differs considerably from the new proposed/current version. We understood that Stillwater would be subject to a toll only to Whangaparāoa Peninsula and there would be free access to the motorway at Bawden road. Proposed Toll Structure submission: At the Stillwater meeting the NZTA Representative revealed the main reason for Penlink is to ease congestion across the North end of the North Shore and open up development around Orewa, Millwater, Milldale, Dairy Flat and Redvale. Given the fact that Stillwater as a whole is not the target market for the bridge, we think that the proposed toll structure for the village is out of all proportion. Stillwater has no Bus Service, no food shops, no Garages, no Retail outlets, no Schools, and no Doctors, therefore residents have to use our one road in and out to address these. Penlink may solve some but also add unreasonable expenses to attend the above. There is no doubt we will have to endure several years of disruption noise, dust and an increase in traffic during the construction of Penlink only to be confronted with the highest toll structure in New Zealand to use it. With the main access of roadworks using Spur Road/Duck Creek Road, some assurances that the NZTA and Auckland Transport are as one with this needs to be confirmed. We have also been subject to the 10 cent per litre regional fuel tax supposed to provide additional funds to a region to pay for transport projects and feel we have already contributed, with no reward, to the project. NZ has three current toll roads. Two in Tauranga and the Northern Gateway. They are tolled at no more than \$2.40 for the whole length of each road. All three connect large populations using both local and casual road users. The Waterview Tunnel has no tolls. Penlink mostly connects to the smaller population of the Whangaparāoa Peninsula drawing from local frequent users. The following comments are pertinent to the whole Penlink Project: What arrangements have been made concerning the mitigation of fumes from the bridge? Stillwater is so very concerned about any contamination and quality affected by vehicle fumes. What measures are in place disposing of water from the bridge which may contain rubber dust, hydrocarbons, heavy metals, etc? Soundproofing from the bridge. Light pollution for the street lights. The Weiti river is a flight path for birds at night transferring from Kiapara mudflats to Weiti River mouth. Noise and mitigation of the valley echo. Residents in the village are well aware of the echo effect of the valley. Sirens and music from the Whangaparāoa Peninsula can be intermittently heard – Constant traffic noise could be unbearable. The very least charges we should incur are those as charged to the comparable community from the Weiti Precinct. In Summary: Stillwater loses a lot and gains little from Penlink. We strongly disagree with the tolling structure for Stillwater. We are happy to pay to go over the bridge to Whangaparāoa Peninsula (\$2.00).</p> |
| 3321 | Individual | Yes, but I suggest some changes | <p>I am very excited that Penlink is finally happening and I understand the need for a toll. I would much rather pay the toll than not have Penlink. Variable tolling suits me best as I don't travel in rush hours. It annoys me that Penlink is being built to ease the congestion caused by the new subdivisions near Orewa and those people won't have to pay a toll. That is hardly fair. What really worries me is not knowing if there will be a central barrier between opposing traffic, will there be lighting and what the speed limit will be. A central barrier of some kind is essential, especially for a narrow two lane road. Imagine the dangers of people trying to pass in the dark on a narrow two lane road. That is what East Coast Bays Rd is currently like and recently there was a serious accident there. If the road is to be only two lanes, it must have a speed limit of not more than 80kph.</p> |

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| 3322 | Individual | No, not for this new road | [Note: this submission was a powerpoint presentation consisting of images and limited text to illustrate the same points made in the Stillwater Community Association formal submission below.] |
| 3323 | Individual | Yes, but I suggest some changes | Keypoints: Tolling costs need to be reasonable...not the exorbitant amounts that have been reported. \$2.00 per journey is reasonable (ie) I would pay \$20.00 p/week for 5 days commute. Forget variable tolling, just make it a flat \$2.00 to use all or any part of the road. Once again we put the cart after the horse. BUILD 4 lanes NOW !! How about futureproofing the road from day 1.....it will never be cheaper. Developers need to pick up a greater slice of the infrastructure costs (particularly roading) Currently they are making great profits from creating more intensive developments that will add to my commute time and yet the proposal is that I will pay via tolling ! Summary: keep tolls reasonable (\$2.00 p/trip) Hit developers with a significant "transport levy", make it 4 lanes. |
| 3324 | Organisation | No, I do not support the tolling of any new roads | <p>1a Ara Aotearoa Transporting New Zealand (Transporting New Zealand) submission to Waka Kotahi NZ Transport Agency on: The proposal to toll Penlink 1. Representation 1.1 1a Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (2.0% of the workforce), and has a gross annual turnover in the order of \$6 billion. 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport 1.3 According to Ministry of Transport research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand 2. Introduction 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist: • The safety and wellbeing of our drivers and other road users; our drivers are our most valuable asset • The impacts of transport on our environment • The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy. 2.2 Transporting New Zealand welcomes the opportunity to comment on Waka Kotahi NZ Transport Agency's (Waka Kotahi) proposed toll options for Penlink. 3. Submission 3.1 Transporting New Zealand supports the growth objectives outlined in the toll proposal paper, coupled with the need to develop a reliable link to Auckland's northern urban communities. 3.2 However, the substantive issue for us is the question of whether a toll and its external (and the internalised Waka Kotahi management cost) administrative burden for the road freight sector (representing trucking) is actually justified. We raise this question in a context of the government's intent to source operational funding for KiwiRail from the National Land Transport Fund (NLTF). In our view, this is an inconsistent approach within the present NLTF funding environment when a commitment to maintain the road is so obviously self-evident by virtue of the proposal's text. 3.3 The proposal paper recognises this situation by commenting that the NLTF is under increasing pressure which we think is a particularly honest gesture. 3.4 While the proposal paper outlines the key benefits of the toll option and the fairness approach by utilisation of variable tolls and multiple tolling points to ensure a fully granulated charge reasonability, we are not convinced the idea to toll is the right decision. 3.5 On this basis, we find it hard to support an additional toll over and above the capital costs required for maintaining the ongoing safety and reliability status for what is such small section of network (some 7km). 3.6 What's equally of concern is the initial build proposal includes walking and cycling adjuncts. To our mind these are actually amenity benefits, not fundamental components of the vehicle or traffic carriage way development and their capital costs should come from the amenity component of the NLTF budget, as should their maintenance. 3.7 Interestingly, there is no comment on how the investment in pathways and cycling amenities on this short 7km route will actually enhance economic wellbeing although for the few users it might offer a healthy societal transport choice thereby meeting the Government's ideological position. 3.8 As a general principle, Transporting New Zealand strongly supports the concept that funds paid by road users through road user charges (RUC), fuel excise and vehicle registration fees should predominately be used to pay for road construction and maintenance and road policing enforcement services such as the Commercial Vehicle Safety Team (CVST). 3.9 Last year, there were an estimated 800,000 light vehicles which contributed \$800 million in RUC fees, while another 190,000 heavy vehicles contributed about \$1.1b under the system, according to Ministry of Transport (MoT) figures, as reported by Brent Melville of Business Desk. 3.10 Many truck and truck combinations operated on New Zealand roads already pay more than the costs they occasion, that is, the costs attributed to their road use and pavement consumption. The addition of this road toll, much like the Auckland regional fuel tax, is simply another example, in our view, of the Crown overreaching on its mandate of agreement with the motoring public and transport industry not to increase road funding taxes between 2021 to 2023, announced by Hon Phil Twyford in September 2020. 3.11 The NLTF should return to being ring-fenced for roading projects and paying low-level subsidies of public transport operating costs. Decisions on road funding should be determined by rigorous cost-benefit analysis using well-accepted methodologies. This, we argue, is the only way to maintain the integrity of the NLTF. 4. Tolling trucks is costly for both the roading agency and the industry 4.1 The proposal is relatively silent on the toll service to be implemented on the Penlink route but commenting on this aspect is not in any way to be construed as support for the tolling option. 4.2 Historically, tolling systems have been identified as administratively expensive to operate and in some cases, the toll operational system has generated significant income for its owners and operators while the infrastructure owner has done not so well. Even with advances in technology the operational cost burdens have largely been shifted to fall more directly on the users, but the back-room management systems still draw a large part of the revenue stream away from the infrastructure needs. 4.3 All-electronic tolling (AET), often referred to as cashless tolling, is an increasingly prevalent option for toll revenue collection overseas. Vehicles in many jurisdictions can pay only via transponders, or via a toll-by-numberplate recognition (ANPR) invoice in the mail approach, which is the model alluded to in the proposal summary. 4.4 While fleet vehicles can continue to travel with or without a transponder and using an AET model with a transponder such as a GPS interface can help reduce toll costs, back room administrative fees and delays in transaction reporting undermine the economics of short distance tolling. AET invariably leads to an increase in toll-by-plate transactions for fleets. 4.5 Regardless of fleet size, paying for toll usage based on ANPR capture can have a significant impact on transport operations and company bottom lines. In addition to the administrative fees and delayed billing, leased trucks and other tolled transport equipment present unique challenges for commercial freight operators to manage because of the lack of sophistication in the tolling operation. These issues present a collective management burden to the commercial road user and the perverse outcome is the possibility of toll avoidance occurring. 4.6 With ANPR there are also complications that arise when plates are transferred from one vehicle to another, or when equipment from power units to trailers is leased, rented, or borrowed, a point we touched upon above. The issue I live in Gulf Harbour and would welcome Penlink as congestion on Whangaparāoia Rd has become unacceptable just in the last few years. Council has obviously allowed unbridled development in Gulf Harbour and all along the Plaza and Stanmore Bay without taking the infrastructure needed into consideration. Millwater and Milldale, built in just the last few years, have added enormous pressure on the Whangaparāoia/Silverdale crossing. So no doubt Penlink is needed to ease pressure after allowing all these developments to happen. Yet you want to build Penlink only as a toll road? New roads in South Auckland (eg Mill Rd corridor) come at no extra cost, but Whangaparāoia residents have to pay a toll? First the Puhoi tunnel, now this? It must be that NZTA reckons Hibiscus Coast residents can pay a little extra whereas South Auckland is the mayor's pet and he would rather not burden them with a toll. There should not be unlimited development without better infrastructure, paid for by council who profits from those developments. Can't have profits from development without spending on infrastructure. Please build Penlink and scrap tolls. PS The same goes for hospitals. HUGE increase in population north of the Harbour Bridge, yet STILL only ONE hospital for millions of people on the North Shore, Hibiscus Coast, all the way up to Wellsford. Just another example of Auckland council's clear priorities and negligence of the North Shore and Hibiscus Coast.</p> |
| 3325 | Individual | No, not for this new road | |

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| 3326 | Organisation | No, not for this new road | <p>The Auckland Business Forum appreciates the opportunity to provide feedback on the proposal to toll Penlink. The Auckland Business Forum is a group of Auckland-based business organisations formed to advocate for greater urgency around the planning and delivery of the Auckland transport programme. The group was formed out of concern for a long-running decline in the standard of Auckland's transport infrastructure, and the subsequent impact on productivity and quality of life. The Auckland Business Forum's membership incorporates broad-based user and industry perspectives on transport issues, and consists of: Auckland Business Chamber, Civil Contractors New Zealand, Employers and Manufacturers Association (Northern), National Road Carriers Association, The NZ Automobile Association (Auckland District Council), Ports of Auckland Ltd, Vector Ltd. As a group, we welcome a discussion on tolling Penlink. As part of long-standing and vocal support for Penlink, Auckland Business Forum members have advocated for the use of tolls to offset some of the project's construction cost. While we remain comfortable with the use of tolls in principle, we do not agree with the approach suggested in this proposal. Specifically, we do not support tolling for the purpose of demand management, where the objective is to suppress demand, rather than to optimise network performance. We therefore do not support the proposal in its current form. Transparency Waka Kotahi's approach to tolling to date has been based exclusively on introducing tolls to help cover construction costs, therefore enabling transport projects to be brought forward. This approach, and the user-pays ethos that underpins it, is well understood (and relatively well accepted) by New Zealand road users. The proposed approach seeks to completely change this, by introducing tolls first to cover maintenance costs, and second to manage demand. Another new element would be the introduction of tolls on multiple sections of the new road (reflecting multiple entry and exit points), rather than at a single tolling point. The proposal would therefore set a precedent for fundamental changes in the tolling landscape in New Zealand in the future. It begs the question: what is the Waka Kotahi's long-term intentions with tolling? There is no effort to address this in the discussion document, nor any recognition of the significance of the proposed changes, and in our view this is inadequate. If Waka Kotahi expects New Zealanders to embark on such a significant tolling journey, it needs to signal what the destination of that journey is likely to be. Tolling for demand management Of greater concern is the approach Waka Kotahi intends to take to tolling for demand management. Auckland Business Forum members agree with the idea of using tolls to manage demand, as reflected in our calls for much bolder steps towards a congestion pricing system in Auckland, based on the use of price signals (through tolls) to spread peak demand. Critically, however, our view is that the objective of demand management must be to optimise network performance – that is to say, to allow as many vehicles as possible to be able to travel efficiently – not to simply get vehicles off the network, as is the objective of this proposal. The proposed toll aims to cancel out an additional 4800 trips per day that could be generated by the new connection ("induced demand") and to divert a further 8400 trips from the new road back onto Whangaparāoia Road. It is envisaged that, in addition to easing congestion on Penlink, this will reduce the amount of driving by Whangaparāoia residents (through cancelled trips and a switch to local destinations), and therefore reduce CO2 emissions. From our perspective, this approach is fundamentally wrong. It creates an absurd and paradoxical situation where the Government is providing infrastructure, yet seeking from the outset to prevent people from using it. It undermines the integrity of the transport system and, in our view, will be widely rejected by the general public. It also ignores the vital economic, social and cultural opportunities that a project like Penlink (by providing faster, more direct travel) enables, and the benefits that these generate for society. It is deeply concerning that these benefits are not considered in the toll modelling report (or in the wider proposal). Specifically, we would like to see the tolling system designed to maximise the number of trips that can be made efficiently on the new road, making the most of the increased levels of service, increased safety, and the more direct route. We would argue that one of the core features of the transport network should be for the bulk of the load to be transferred, where possible, from local roads and arterials like Whangaparāoia Road to motorways/expressways. The optimal speed for throughput on a motorway corridor is generally between 60 and 70km/hr, and the aim of the Penlink toll should be to achieve levels of demand that ensure that speeds remain in that band. That way, throughput can be maximised, and more (not fewer) vehicles can use the network, because flow breakdown is avoided. Figure 1 below illustrates the relationship between speed and throughput (flow), and the fact that both variables diminish once demand for a lane of traffic exceeds available capacity. [Figure 1: Speed vs Flow] Further, the assumption that a significant proportion of the vehicles diverted from Penlink to Whangaparāoia Road as a result of the toll will opt for local destinations (instead of destinations further south) seems to us to be overly optimistic. We do not find it difficult to envisage a scenario where, for those avoiding the toll, factors other than driving distance determine the choice of destination, and where the focus on diverting traffic to the longer, toll-free route (Whangaparāoia Road) results in an increase in vehicle kilometres travelled (VKT), and more vehicle emissions. Under-investment in infrastructure The details of the toll modelling report suggest that much of the congestion that Penlink will face (and that the toll is intended to help address) will be alleviated when a full diamond interchange with State Highway one is built (together with completed access from the interchange to the Dairy Flat area). We are astounded, however, that this work will not be carried out until after 2038, and struggle to see how the delay could be justified (on the basis of cost or otherwise). Demand management is Taken from Ian Wallis and David Lupton, The Costs of Congestion Reappraised, February 2013 about getting the most out of infrastructure assets, it is not an excuse for under-investment in those assets. Waka Kotahi has committed to spending \$830 million on the project – why not spend a little more (in proportional terms) and get it right, from the beginning? Concluding remarks Again, we appreciate the opportunity to provide feedback, and would be very happy to meet with the project team at any point to discuss the contents of this submission in greater detail.</p> |
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| 3327 | Individual | | <p>If Local Roads are not prepared for Penlink traffic, they will hamper the travel time benefit of Penlink. Issues around Beca Toll Modelling Report- There has been a number of assumptions in the Beca Toll Modelling report which have gaps in them. "5.4.4 Travel Time Consistency Travel time consistency has been measured by comparing the travel time between each modelled peak, AM, IP and PM, on the key corridors. c. Whangaparāoia Road The travel time along Whangaparāoia Road is reasonably consistent across both the modelled periods and between both directions. Tolling has limited impact on this trend. "This assumption is based on current Whangaparāoia Traffic levels – it does not take into account the current 'rat run' volumes that use Viponds Road/Langton/Brightside/Stammore Bay Road/Monyash/Moreton Drive to travel off the Peninsula. This traffic when joining Whangaparāoia Road at Viponds light controlled intersection accounts for nearly 10,000 cars of the total 35,683 cars on Whangaparāoia Road by Marelle Drive. How much of this traffic will divert to Penlink? What local roads will it travel on? "Figure 5-9: 2028 Whangaparāoia Road Travel Time The following observations have been made regarding the travel time along Whangaparāoia Road (between Hibiscus Coast Highway and Stanmore Bay Road): There is a marginal improvement on Whangaparāoia Road with tolling, especially immediately east of Penlink in the eastbound direction." I can't see how this assumption is supported. The assumption is that 9,000 ADT vehicles will be using Penlink in the first year 2026. That is only 25% of the 2019 ADT Mon-Fri traffic volumes of 35,683 that use WGP road on/off the peninsula. They will not all come from the 26,000 vehicles travelling on Whangaparāoia Road now. There is the nearly 10,000 vehicles travelling on the Vipond Rat Run from which Penlink traffic will also come from. Therefore it is likely there will be more vehicles on WGP road accessing Penlink than travel on it now. The modelling report does nothing to show the assumed local road routes for Penlink traffic and the traffic volumes that will travel on them along with the impact on travel times. Only 2km east of Penlink terminus is the disaster of traffic management that is the roading intersections on Whangaparāoia Road around the Whangaparāoia. Town Centre. This a traffic bottle neck and the reason why people do the current 'rat run' to avoid it. There is nothing in the Beca report about any traffic volume from Red Beach residents joining SH1 to City and return via Penlink. In the Census units Red Beach East & West for 2018 there are 6,165 residents. This is prior to the new subdivision with 500+ new homes. It is likely that future travel to the city for Red Beach residents may be faster via Penlink, however I can't see any traffic data assumption around traffic from this area using Penlink/Whangaparāoia Rd. There is nothing in the Toll Modelling report or in any other consultation documents regarding the Penlink connection plan to Whangaparāoia Road. - What are the plans between NZTA and AT around how Penlink traffic volumes will connect to local roads? - The risk of Penlink creating even more 'rat run' volume on local roads which are not built for it are huge. - Rat Runs increase crash risk and pedestrian risk as they are local roads that receive traffic volumes they are not built or planned for. Including, but not limited to; BEVERLY ROAD, STANMORE BAY: – Immediately opposite the Penlink terminus is a small local road – Beverly Road – that connects to both Whangaparāoia Road and Brightside Road. Travelling on Whangaparāoia Road westbound Beverly Road is the only access for traffic to the New World and associated shopping centre. – If Penlink traffic can exit at the terminus and go straight onto Beverly Road it will increase rat run traffic and the crash risk on an already busy connecting road as the intersection of Beverly Road onto Brightside is on a steep incline and subject to afternoon sun strike when looking West up Brightside. MONYASH ROAD, STANMORE BAY/MANLY: – A small local road which often has parked traffic which reduces traffic to one lane access only, it is the link road to Moreton Drive – the only direct alternative road east to Manly. Increased risk of crash with parked vehicles. MORETON DRIVE, MANLY: – The direct route to get over to Manly from Stanmore Bay off Stanmore Bay Road route. Moreton Drive is already a 'rat run' for locals rather than using Whangaparāoia Road. Moreton Drive is narrow, has an axle weight limit of 1,000 kg and has two tight turns where there is only just enough room for two cars to pass by. (the only alternative road is Polkinghorne Road but it is the long way around). Beyond having increased traffic volumes on local roads not built for it is that 'rat running' traffic generally don't follow speed limits as they are using this alternative route to save travel time. - The proposed daily traffic volume in this report is 9,000 vehicles. This leaves 25,000 vehicles still to leave the peninsula via WGP road. - What discussions are being had with AT? - AT have had properties from the RDC that were acquired under the public works act to undergo work on Whangaparāoia road between Brightside Road and D'Oyly Drive for safety. - AT have decided that these properties are not required. But if Penlink is only taking 25% of the ADT traffic volume this work may need to go ahead. Penlink - the issue waiting to stop it being a success : Whangaparāoia Road bottleneck at Town Centre. Currently, if Penlink is going to go through there is a problem that will just create monstrous queues on Whangaparāoia Road and/or 'rat running' on smaller local roads. - The 5 intersections within 400 metres from Link Crescent to Wade River Road (3 are lights controlled, two are give way). - These intersections are only 2km away from the terminus of Penlink. Compare this with the rest of Whangaparāoia Road – over 16kms of road and only 2 other light controlled intersections – one at Red Beach Road and one at Viponds Road. Current Situation is rubbish 5 Intersections in 400m!!!!!! - 3 sets of lights (red dots) accessing plaza but badly servicing local road access to Whangaparāoia Road all within 400m - Set 1 (only plaza access served) - Set 2 (plaza access and the dead end street of Tower Hill with only 26 homes on it) - Set 3 (Wade River Road access to WGP Road – however 2 other alternative roads available to access WGP Rd from Wade River Road – Link Crescent & Kerepiro Drive). - 2 Giveaway sign controlled Intersections (yellow dots) - Link Crescent (new subdivision & apartment block developed) - Stanmore Bay Road – main road linking to WGP Road with no lights control – aside from WGP this road has the most number of vehicles of these 5 intersecting roads. Rat Running – avoidance of Whangaparāoia Road by Tindalls, Matakatia, Manly, Gulf Harbour and Army Bag residents. A growing number of commuters driving off the peninsula bypass using Whangaparāoia Road and instead turn off at Beach Road, Manly and drive 7km through quiet residential to then rejoin Whangaparāoia Road at the lights of Viponds Road and Whangaparāoia Road. Many of these drivers are in 'commuter mode' and continually speed on these residential streets with little thought of those who live or walk along them. With Penlink will mean more queues & more rat running. Current congestion is already bad with 50minish midweek delays over 1km back to Penton Road (man below) - I have just filled out the survey but it did not provide much opportunity to argue a point. The point I am making is that Penlink as an alternative route to Whangaparāoia is absolutely necessary in order to facilitate further development in the Silverdale and Millwater/Milldale areas as it relieves some congestion at Silverdale. So the reason for Penlink is far from being a sole benefit to residents of the Whangaparāoia. Every Whangaparāoia resident should be encouraged to use a free Penlink; however, with a hefty toll imposed this may not happen and we may find Penlink not even fulfilling its purpose and sitting largely underutilized. With petrol prices they way they are (incl. the extra taxes imposed on Auckland residents), I think that many average income earners are not able to pay another \$40 or so a week in order to get to a part time or low wage job on the North Shore or in Auckland. If in the end only a smaller percentage of possible users might make use of a tolled Penlink, then the whole undertaking and expenditure seems futile. If you want to fix the worsening congestion at Silverdale and facilitate development, then please keep Penlink FREE of tolls.</p> |
| 3328 | Individual | No, not for this new road | |
| 3329 | Individual | Yes, the proposal is fair and equitable and I support the proposed tolling options | Penlink is a benefit for people they live in the area. 1. Saving time, petrol 2. Main reason is fewer carbon emissions 3. The income can be used for everybody in form of creating parks and helping the government the additional cost for Police they need for the useless demonstrations. |
| 3330 | Individual | No, not for this new road | <p>I would like to resubmit my answers for the proposed toll road of Penlink. Penlink will be wonderful for the Coast but will not only also benefit those in surrounding areas such as Milldale ect but the future development around those areas. I would propose this is not tolled seeing as we already pay a fuel tax and it doesn't allow for four lanes with an express bus Lane (to minimise congestion and encourage less emissions). If it's a four lane, I'm for the toll of \$2.10 each way as noted below. The proposed cost of the toll is significant as a two lane Whangaparāoia Road cannot in many parts be widened to accommodate a bus lane that would make bus services more efficient therefore the answer is Penlink 1. The ultimate would have been 4 lanes which would provide bus lanes, so in the case of not having that the shoulders should accommodate buses, T2 and an emergency vehicle lane. Funding needs to be found for a bus station at the Whangaparāoia end of Penlink (AT) Buses should be in place on day 1 of Penlink opening. This will be a game changer in getting people out of cars and into PT. Buses should not pay a Toll. 2. If it must be tolled, The Toll should be \$2.10 regardless of when you travel, 70cents per gantry and larger vehicles \$4.20. I believe this is fair comparing Penlink 7km with the Northern Gateway 7.5km 4. A roundabout design at the Whangaparāoia end rather than lights. Roundabouts keep traffic moving. Lights stops traffic and cause congestion. 7. I don't believe that raising Tolls during peak hours should be used as a means of controlling congestion. I see that as unfair. Especially when we see an inferior road of 2 lanes as indicated in The Business case for Penlink in February 2019 that concluded Penlink should be built as a 4-lane road per the Designation and Resource consent that was obtained in 2016.</p> |

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| 3331 | Individual | No, I do not support the tolling of any new roads | <p>My survey answers are below. Q1. No, I do not support the tolling of any new roads. Q2. A. Over the past 10 years the Council has approved a substantial number of new housing estates plus infill housing along the Whangaparāoa Peninsula. This has led to increased traffic frustrations along Whangaparāoa Rd and subsequent increased delays with traffic backed up all the way to the Motorway. As a result of this worsening traffic issue I do not want to personally pay a toll for what is a "required and recognized solution" that was caused by a massive increase in council approved housing. B. In regards to the shared walkway and cycling path alongside Penlink, growing evidence shows pollutants along busy roads can result in air pollution levels reaching high to dangerous levels. I would not support this option. (Ref: https://www.health.harvard.edu/heart-health/walking-for-fitness-avoid-traffic-clogged-streets). C. It appears a total waste of public money to fund the bike and walkway maintenance "to nowhere" which no one can actually confirm will ever be used. D. I do not believe Penlink should be tolled, and also do not understand why the proposed toll for peak traffic is substantially higher than the Northern Gateway Toll. E. All Whangaparāoa Peninsula "boat owners" (in the thousands) pay a recreational marine fuel tax (95c tax per litre) of which the majority is used to fund road and rail projects. This is an especially "unfair tax" when you consider this cannot be used to fund road projects in our area, and we are "now" being offered an additional tax (with Penlink) to solve the Peninsula roading issues. The tax from this marine tax would be exceptionally large as Gulf Harbour alone has 1028 berths which consist of mostly larger yachts and launches. Penlink is adding to the taxes in the Whangaparāoa Peninsula, which are not applicable in other areas. This is hardly equitable by any means. (Ref: https://www.nzherald.co.nz/nz/act-party-calls-for-government-to-scrap-unfair-road-tax-applied-to-marine-fuel/UJ2OFIQPOE3CENS72JTSWXQ7A/). Q3. I live along/near the Penlink route. Q4. Other - I would consider using the Penlink route on occasion (eg. peak times) to shorten a trip to Eastern Auckland (to look after my mother for the day). If tolled I would only consider this on occasion. A reasonable time saving may be also in doubt (as only two lanes) and as it is likely to be busy at peak times. Therefore there may not be that much advantage and I would not be happy to have to pay any additional cost. Thankyou for the opportunity to provide feedback.</p> |
| 3332 | Organisation | Yes, but I suggest some changes | <p>Thank you to you and the team for providing the opportunity to give feedback on the Penlink Tolling Proposal. Please accept this email as Stillwater Community Association's (SCA) formal submission on behalf of the community. We have encouraged the Stillwater community to put in independent submissions as well, but we felt it also important to send this as the formal SCA response to represent the views that have been shared by our community. The key points raised by the Stillwater community in response to the Penlink Tolling Proposal are as follows: The original designation for Penlink included only one tolling point on the bridge, which is what the Stillwater community has always been led to understand and the basis on which the community have supported a bridge that is (by any measure) going to be damaging to our community. We acknowledge that Waka Kotahi have not been able to identify any paperwork that backs up this claim, but we would ask you to take into consideration that all previous documentation refers to a single tolling point on the bridge and never tolling from Stillwater heading west to the motorway. At \$3 in either direction for Stillwater during peak hours, Penlink would be the most expensive toll in the country. Equity is a key principle of the Waka Kotahi proposal and we question how equitable this truly is. SCA supports Andrew Wilson's independent submission which speaks to the question of equity well. Stillwater Community would have all of the negatives of Penlink (construction, ongoing traffic noise, environmental impacts, etc.) and is being charged the most per km for using the road. Once again this does not seem like an equitable outcome. We would ask that you take into consideration our link with Whangaparāoa Peninsula for leisure and community. An example of this is that many of our Stillwater children are part of sports teams on the Hibiscus Coast. Under the current proposal, a parent who comes from the city into Stillwater to pick up children and back onto Penlink to access, for example, Stanmore Bay would be being charged \$6 (one way) for travelling the same distance on Penlink as someone from Whangaparāoa Peninsula who would only be charged \$4 for their journey. Some in the community are concerned about pushing traffic onto Spur Road from the Peninsula, in particular once there is more industry and jobs in Silverdale. Taking this route would save time for Whangaparāoa Peninsula residents. Stillwater residents can and have been stuck in the village when there has been an accident or tree down on Spur Road (it is not unknown to have to walk across fields to leave the village) and yet the viable alternative route is proposed to be charged in both directions. We would ask that the question of equity is considered with respect to the services available to Stillwater compared with other parts of Auckland. The challenge of one road in/out makes Stillwater different to Whangaparāoa Peninsula and charging us for using our only alternative route does not seem equitable when 31% of our rates bills already go to transport infrastructure, from which we currently have limited benefit. On the subject of transport infrastructure, Stillwater community has no option to use public transport to ease congestion on the roads (the stated intent of Penlink) and yet our toll prices are proposed to be almost as high as Whangaparāoa Peninsula who do have this option available to them. Penlink is being built to ease congestion for building more in Dairy Flat/Silverdale and yet Stillwater/Whangaparāoa are proposed to be charged to ease congestion for those areas, once again this does not seem equitable as a few people are being charged a lot, as opposed to many people being charged a little if it were not tolled. Once again SCA supports Andrew Wilson's independent submission on this point. There are concerns from the community that the peak costs effectively amounted to a congestion charge. Many of us (inclusive of Whangaparāoa) have no option but to travel at these times. While an untolled road is generally preferred, some in the community are happy to pay a toll to save 15-18 minutes to travel onto Whangaparāoa Peninsula, but do not consider it fair and equitable to be charged \$6 (return) to use the westbound route to the motorway, as there is a minimal time saving for this route. Finally, we would ask that the ongoing costs of maintaining the Weiti Bridge be calculated as a percentage of the total cost of maintaining Penlink and that this is taken into consideration. If the ongoing maintenance costs related to the bridge account for a significant portion of the total costs, as would be a reasonable assumption, it would stand to reason that this is where the toll should be placed. In summary and for the reasons stated, we do not feel the current tolling proposal is a fair approach to funding the maintenance of the road. Some in the community would support a toll to cross Weiti Bridge though, given the likely maintenance costs of a well-designed and maintained bridge across the Weiti River and the time saving to the community of using this route. If you have any questions about this submission, you are welcome to contact us.</p> |
| 3333 | Individual | Yes, but I suggest some changes | <p>The proposed 2 lane highway for Penlink is ludicrous – the highway should be at least 4 lanes for vehicles and an additional one for cyclists/walkers. If it was 4 lanes I would use the toll road.</p> |
| 3334 | Individual | No, not for this new road | <p>Is the Penlink not funded by the taxpayer of NZ? Why should be pay for a toll on a road that is now only two lanes instead in the original four lanes, and now cost over twice as much? \$830mil is a huge amount of money that could be better spent elsewhere. Do not toll the Penlink for local residents who have to use it, and have had to put up with the construction noise and years of construction and earthworks. The Penlink is being built to help reduce the congestion and pressure on the Silverdale interchange from the likes of Millwater and Milldale. Don't toll locals for a project that benefits others who do not pay. The historic agreement was that the residents of Still water would not be tolled to use Penlink. This agreement has been reneged on and discarded by NZTA. There should be no toll for Stillwater residents.</p> |

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| 3335 | Organisation | Yes, the proposal is fair and equitable and I support the proposed tolling options. | <p>Thank you for the opportunity to provide feedback on Waka Kotahi NZ Transport Agency proposal to toll the Penlink road corridor. 1.0 Summary 1.1 Fire and Emergency NZ has a primary focus on fire prevention, response, and suppression. Through a Memorandum of Understanding with St John, Fire and Emergency NZ also responds to medical emergencies. In addition, we rescue people who are trapped in vehicles due to crashes or other incidents and assist at transport accidents including crash scene cordoning and traffic control. 1.2 Fire and Emergency NZ attends an average of 24,0341 incidents across Tāmaki Makaurau per year, this includes an average of: • 4,971 fires • 4,207 medical emergencies • 2,178 vehicle accidents • 1,421 rescues and public assists. 1.3 Effective and efficient response is crucial in an emergency. • A House fire can become fatal within three minutes • For every minute that goes by without CPR or using an AED, the chance of survival drops by 10-15 percent. 1.4 Fire and Emergency NZ supports tolling on the Penlink road corridor where the result of the toll is likely to: 1 Four year rolling average 2017/18-2020/21 2 Four year rolling average 2017/18-2020/21 3 www.fireandemergency.co.nz 4 Automated external defibrillator 5 https://www.stjohn.org.nz/news--info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/ 2 • reduce traffic congestion and therefore support improved access and emergency response time between Auckland and the Whangaparāoia peninsula • improve road user safety and contribute to a reduction in the number of road deaths and serious injuries. 2.0 Context 2.1 Fire and Emergency NZ understands the Land Transport Management Act 2003 allows a toll to be established for one or more transport activities including planning, design, construction, or maintenance and operation of a new road. 2.2 Under the Land Transport Management Act 2003, tolls are not payable in respect of any motor vehicle that is an emergency vehicle6. In respect to Fire and Emergency NZ, this relates to vehicles for the delivery of designated service by an employee, volunteer or contractor of Fire and Emergency NZ. Designated service being anything that relates to section 11 or 12 of the Fire and Emergency New Zealand Act 2017.2.3 Fire and Emergency NZ has no comment on the financial implications of the proposal to toll the Penlink but has an interest in the potential impacts a toll may have on traffic flow and road user safety. 3.0 Efficient and Effective response 3.1 In 2021, 1030 incidents7 occurred in and around the Penlink service area. 3.2 It is anticipated that incident numbers in and around the Penlink area will increase over time, due to urbanisation and population growth, Auckland's aging population base, and the likely increase of extreme weather events as a result of climate change. 3.3 During an emergency, Fire and Emergency NZ is most efficient and effective when fire appliances have fast and clear access. Delays accessing and dealing with a fire and other emergencies may risk the safety of people and their property. • A House fire can become fatal within three minutes • For every minute that goes by without CPR or using an AED, the chance of survival drops by 10-15 percent. 6 Land Transport Management Act 2003, sub part 2 Road Tolling Schemes, section 52, 5(a) and 6(c) 7 Calendar Year 2021 community incidents within the response zone for Silverdale and Manly stations 8 www.fireandemergency.co.nz 9 Automated external defibrillator 10 https://www.stjohn.org.nz/news--info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/ 3.4 We acknowledge that toll roads have been successful in Tāmaki Makaurau at reducing travel time. Data from the Puhoi to Wellsford Toll Modelling Assessment demonstrated that the through traffic diversion from the Northern Gateway Toll Road was approximately 5%. With an uncongested travel time saving of approximately 8 minutes. 3.5 Auckland Regional Transport modelling suggest that congestion on roads across Tāmaki Makaurau is increasing. They project that by 2038 annual delay from congestion will reach 919 minutes per capita and climb to 1079 minutes by 2048. 3.6 Fire and Emergency NZ understands that the Penlink is likely to improve travel times between the Whangaparāoia peninsula and wider Auckland. 3.7 We acknowledge modelling conducted by Beca Ltd13, on the use of tolls on Penlink, suggest the proposed tolling scheme would further improve traffic flow and the reliability of travel times on Penlink (especially during the commuter peaks), which would have a knock-on effect of marginally improved travel time reliability on SH1 and Whangaparāoia Road, at either end of the new road. It suggests that by 2038, a tolled Penlink would improve the road user experience by reducing travel time of between 22 and 26 minutes during morning and afternoon peak hours 14. 3.8 The same modelling further predicts that an un-tolled scenario has peak-hour flows that are likely to result in poor levels of service, both along the rural sections of the route and at the entry/exit from SH1. 3.9 Almost half of all incidents that occur in and around Manly station on the Whangaparāoia peninsula take place between daytime working hours. The benefits associated with tolling the Penlink has the potential to support more efficient travel for appliances responding from other stations to a significant number of incidents. 3.10 Fire and Emergency NZ supports the tolling of Penlink where it is likely to reduce travel time and congestion, particularly during peak hours. 4.0 Road safety 4.1 Fire and Emergency attends an average of 155 vehicle accidents in and around the services area of the Penlink15. 11 Puhoi to Wellsford Toll Modelling Assessment, Beca Ltd, 30 April 2020 Auckland Plan Monitoring Report, Auckland Council, 2021 Penlink Toll Modelling Report, Beca Ltd, 8 Sept 2021 14 Penlink Toll Modelling Report, Beca Ltd, 8 Sept 2021 15 Rolling 5 year average to July 2021 of community incidents within the response zone for Silverdale and Manly stations 4.2 Fire and Emergency NZ acknowledges that Waka Kotahi NZ Transport Agency anticipates that the toll, by reducing traffic flow on both the Penlink and alternate roads, will contribute to a reduction in the number road related deaths or serious injuries. 4.3 Fire and Emergency NZ in Tāmaki Makaurau is part of the Auckland Transport Road Safety Governance Group. We support the primary focus areas of Road to Zero for Tāmaki Makaurau in an effort to improve our roads, reduce risk and keep people safe It aligns with our goal to minimise the social, economic and environmental impacts from emergencies. 4.4 Fire and Emergency NZ supports tolling the Penlink where the result is improved road user safety and contributes to a reduction in the number of road deaths and serious injuries.</p> |
| 3336 | Organisation | Yes, but I suggest some changes | <p>Executive summary: The Hibiscus and Bays Local Board opposes the proposal to toll the Penlink Route, unless there is a Bus Lane/T2 lane created along the shoulder lane. This is the top transport advocacy priority of the local board, as stated in the Local Board Plan 2020. For a tolled route, without this public transport and transit lane provision, there is likely to be: • Undue pressure on the Silverdale interchange • Inequities arising from the free alternative route having a high travel cost caused by distance and congestion on that free route The local board urges Waka Kotahi to undertake stronger engagement with the Stillwater community, and if tolling does proceed, investigation into mitigation measures that may be able to take place for Stillwater. Recommend any dedicated bus lanes and infrastructure to be built to make Public Transport an attractive option from day 1. Seek an investigation into the desirability of building northern ramps at Redvale to avoid further unnecessary congestion at Silverdale Hibiscus and Bays Local Board feedback: 1) opposes the proposal to toll the Penlink Route, unless there is a Bus Lane/T2 lane created along the shoulder lane 2) Notes that the construction and delivery of Penlink is the top transport advocacy priority of the local board, as stated in the Local Board Plan 2020 3) notes that a dedicated busway from day 1 of operation provides the most efficient and attractive use of express bus service to connect with the northern busway 4) Recommend that the cost of toll be set to be comparable to the Northern Gateway toll route, as both have a similar length, and topography although the Northern route does provide 2 lanes each way 5) Notes that tolling is unlikely to provide strong relief to the traffic at the Silverdale Interchange which is already at capacity and will be facing even greater pressure from the development occurring both East and West of this interchanges 6) notes that tolling will compound inequity, for not only is the free route longer in distance, it is also likely to continue to be increasingly congested, thereby making it an expensive and fuel intensive free option 7) Recommends that the Penlink project team engage with future developers and Auckland Transport on ensuring that improvements in the road corridor from Dairy Flat/Pine Valley intersection, and to the south are not delayed due to the speed of construction of Penlink, as originally envisaged with the Fulton Hogan Integrated Transport Assessment 2019 8) notes that due to the proposed tolling option, Penlink is likely to provide less mitigation of the Silverdale interchange than previous models suggested, therefore forcing an earlier funding of related roading improvements 9) recommend that the Stillwater community be engaged fully about the cost of tolls to this village, with consideration to previous understandings about free access to be provided to this Stillwater 10) recommend that if the Stillwater residents are charged a toll for using the stretch of road to between their village and State Highway 1, despite previous undertakings to avoid this, then investigation is undertaken on what other mitigations could be made for the Stillwater community 11) recommend a lower toll rate than is currently proposed given the cost of the utilising the alternative free route, 12) recommend that effectiveness of the price of tolling be reviewed annually, based upon how many trips are chosen to be made by the Penlink Route, and the rates or prices be reviewed when the congestion at the Silverdale Interchange on the motorway reaches or exceeds a set number of traffic counts. 13) recommend the construction of northern ramps on the new Redvale intersection, as otherwise southbound traffic from the north is forced to exit at Silverdale, thereby intensifying the congestion at an intersection that is already at capacity.</p> |

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