Long-term Plan 2024-2034

Summary of consultation feedback

24 April 2024



Three Phase Plan



Pre consultation awareness

Raised awareness of key topics in the consultation

Participation

Made consultation accessible and engaging to encourage participation

Close the loop

Will highlight the decisionmaking process, the decisions made and what they mean for our communities



Accessibility and Diversity



Event styles - to suit a range of audiences

Raising Awareness Webinars

(accessible for many to get information and ask questions)

> Round Table/ World Café

(facilitated topic discussions)

Existing events i.e. Polyfest

Hearing Style

(70+ regional interest groups and organisations) Community Partner run events

(to increase representation)

Other styles to suit local audiences

i.e. Hearings/ Dropins/ Town hall style

Communication support

Phase 1 Awareness **Earned** (Unpaid)

Earned

(Unpaid) media releases media responses Owned Council Channels

Our Auckland

Social/digital media

Owned Council Channels

Direct comms to local/ regional databases i.e. local boards and ratepayers

CCO networks

Internal Kotahi, pānui

Paid Channels

radio, print, digital, video, outdoor ads and social media, incl. youth and ethnic audiences

Phase 2 Participation

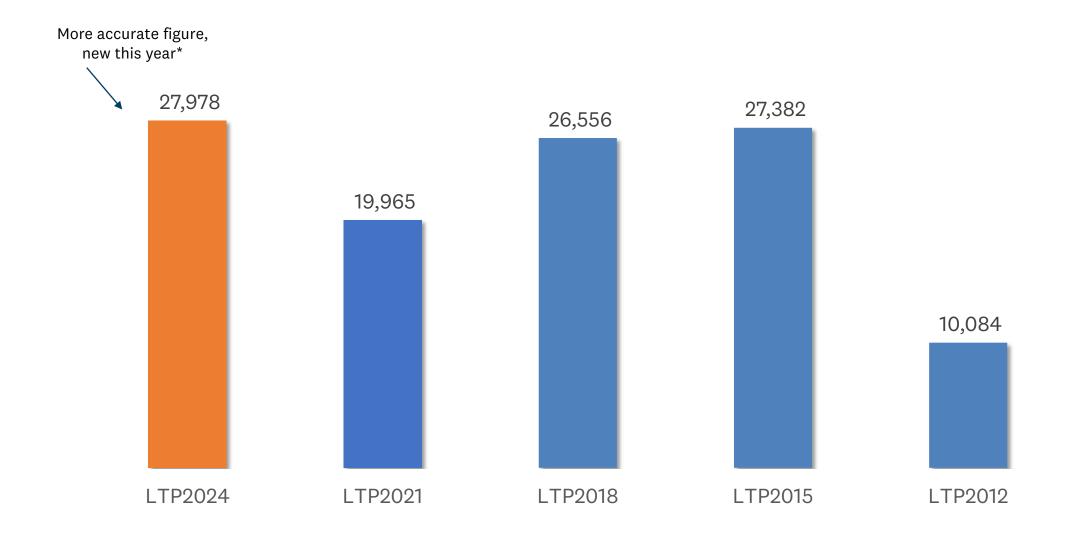
Iwi Māori engagement

2 x mana whenua pre-engagement hui with the Mayor
2 x mana whenua online information sessions
2 x Mataawaka online information sessions
2 x Iwi Māori submission workshops
Information stalls at:

- Waitangi Day in Manukau Sports Bowl and Hoani Waititi Marae
- Pasifika
- Polyfest
- Iwi Māori "Have Your Say Event" Thursday 21 March 12 groups presented including 3 rangatahi roopu
- Western Local Board LTP engagement at Hoani Waititi



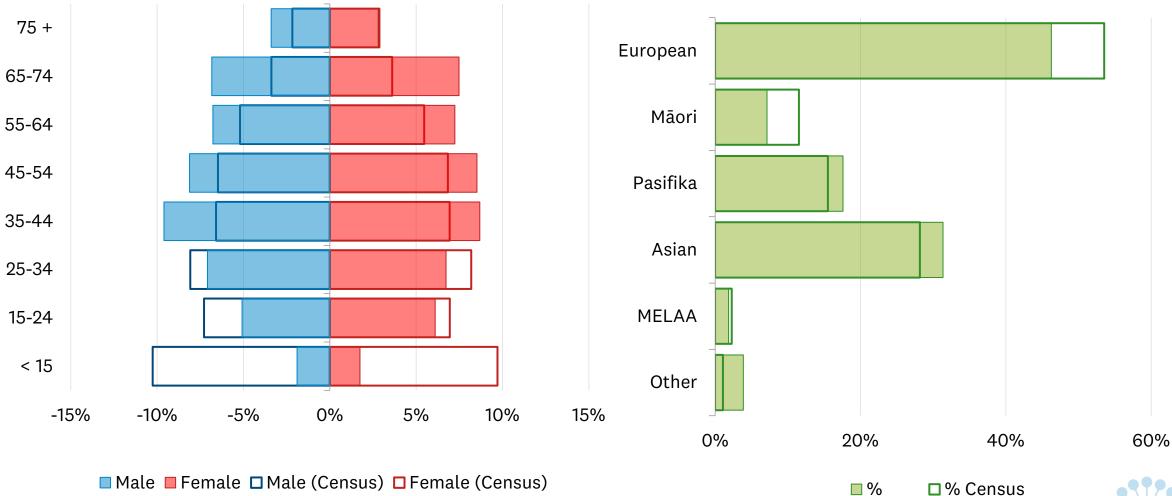
Most submissions ever for a long-term plan





* Previously, each piece of anonymous in-person feedback (such as post-it notes at events) has been counted as one piece of feedback. The total pieces of feedback could therefore exceed the number of attendees at an event. Written submissions have been counted as one piece of feedback per submitter. For this consultation, the number of individuals giving feedback at an event was collected.

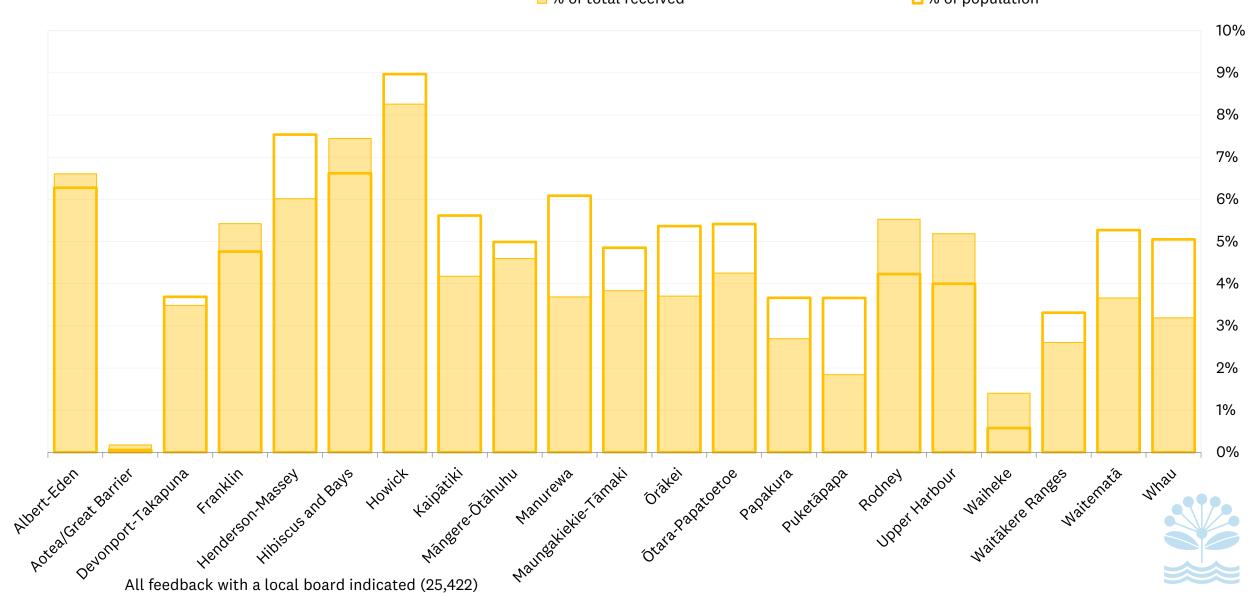
We heard from a wide age range and ethnic groups





All feedback with age and male or female gender indicated = 17,843

Compared to Census, we heard less from Howick, West and South generally and more from North Auckland



🗆 % of total received

% of population

Question 1a: Overall direction for the Long-term Plan

Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services / investment), lower rates increases and less debt

Proceed with the central proposal

Do more (increase council services / investment), with higher rates increases and more debt

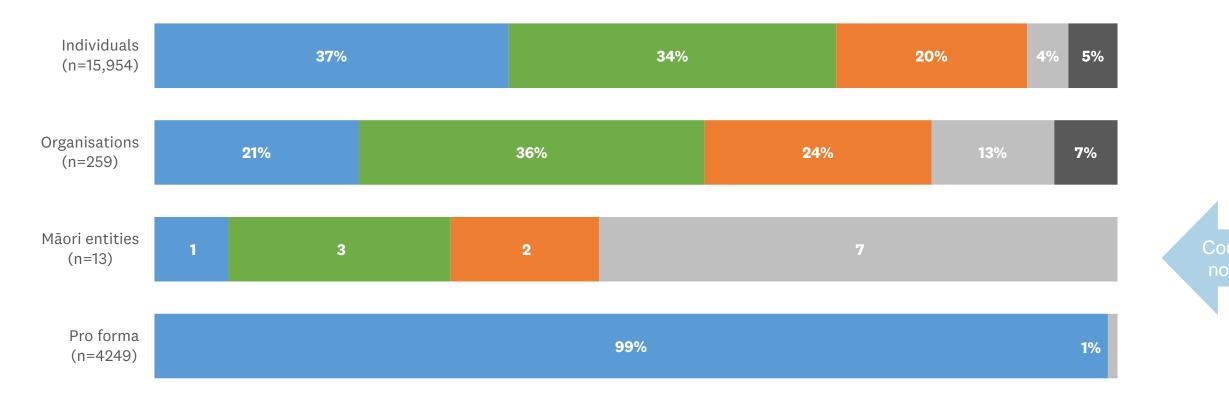
Other

I don't know





Of individual submitters, 37% supported the 'do less' option, 34% the central proposal and 20% 'do more'



- Do less (reduce council services/ investment), with lower rates increases and debt
- Proceed with the central proposal
- Do more (increase council services/investment), with higher rates increases, and debt
- Other
- I don't know

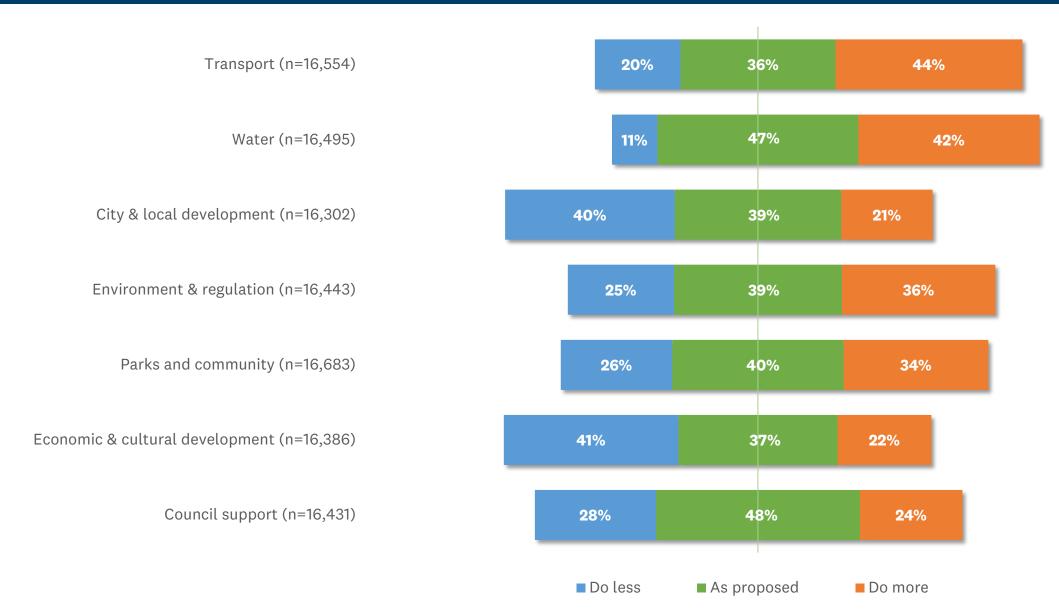


Question 1b: What would you like Auckland Council to do more or less of?

(Note that while we can do less of some activites, we will still fund those things that we legally have to do)	Do less	As proposed	Do more
Transport: Roads, public transport and safety improvement across the transport network			
Water: managing stormwater to minimise flooding and protect waterways			
City and Local development: Deliver urban regeneration and lead development of the city centre			
Environment and regulation: Protecting and restoring our natural environment			
Parks and community : A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards			
Economic and cultural development: Major events funding and economic developemnt			
Council support: Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities			



The most common choice for transport was 'do more', for city & local development and economic & cultural development, it was 'do less'





Four most common themes by response to the overall direction proposal ...

Do less overall but do more of:

- 1. Find other savings / improve efficiency
- 2. Public transport services and infrastructure

3. Roads and footpaths

Among this group, financial hardship also a common theme

Central proposal & do more of:

- 1. Public transport services and infrastructure
- 2. Roads and footpaths
- 3. Regional community services
- and places
- 4. Regional parks, sport
- and recreation

Do more overall and more of:

1. Public transport services

and infrastructure

2. Walking and cycling improvements

- 3. Climate change preparedness
- 4. Regional community services

and places

49% of individual submitters on this question commented



Four most common themes by response to the overall direction proposal ...

Do less overall & do less of:

1. Wasteful spending / inefficiency

2. Walking and cycling improvements

3. Regional arts, culture and events

4. Public transport services / infrastructure

Central proposal & do less of:

1. Wasteful spending and inefficiency

2. Regional arts, culture and events

3. Walking and cycling improvements

4. Transport safety

Do more overall but do less of:

1. Roads and footpaths

2. Wasteful spending and inefficiency

3. Regional planning (spatial and infrastructure)

4. Regional arts, culture and events

46% of individual submitters on this question commented



Individual submitters who responded 'Other' or 'I don't know': what they wanted council to do more or less of

Four most common themes ...

Do more of:

- 1. Public transport services / infrastructure
- 2. Find other savings / improve efficiency
- 3. Walking and cycling improvements
- 4. Regional community places and services



Do less of:

- 1. Wasteful spending and inefficiency
- 2. Roads and footpaths
- 3. Regional arts, culture and events

Among this group, general financial feedback was a common theme (e.g. no rates increase, lower rates increase, implement a capital gains tax)

> 47% of individual submitters on Q1a commented on this question



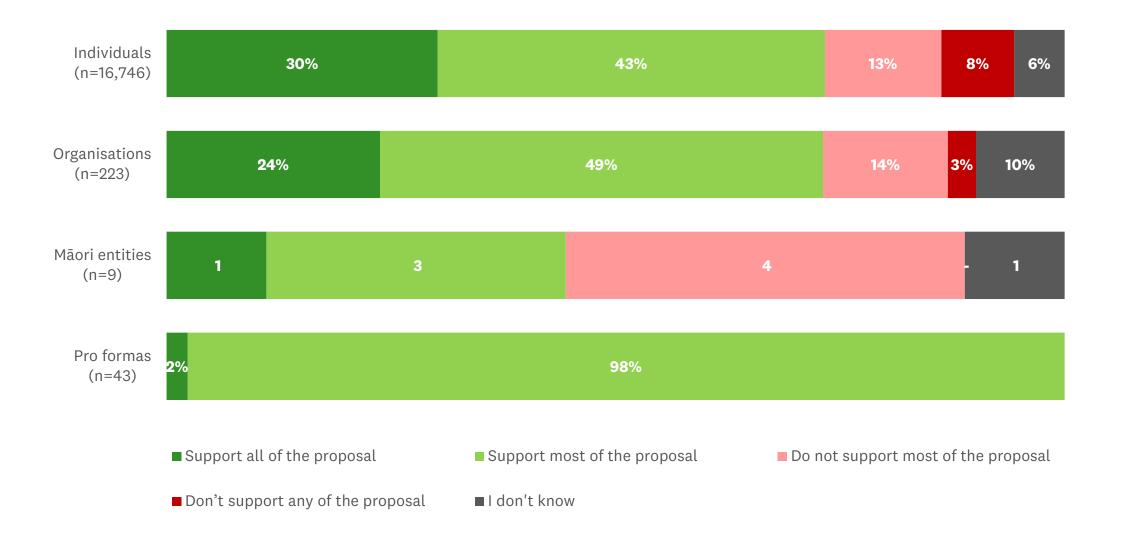
Only four most common themes by each group of submitters (i.e. group responding do less etc.) included. Base: 720 (do more of) and 700 (do less of) individual comments .

What do you think of the transport proposal?

- □ Support all of the proposal
- Support most of the proposal
- Do not support most of the proposal
- Don't support any of the proposal
- I don't know



Almost three quarters of individual and organisational submitters support all or most of the transport proposal



Tell us why (individuals)

Four most common themes by support (most or all) and do not support (most or any) Support

- Generally support without clear reason
- Improve public transport services and 2. efficiency
- Generally supportive of public transport 3.
- Generally supportive of active transport 4.

Do not support

1. Improve public transport services and efficiency

- 2. Dissatisfied with Auckland Transport
- 3. Generally supportive of active transport
- 4. Generally do not support, without clear reason

individual



Is there anything you would spend more on? (individuals)

Four most common themes by support for transport proposal ...

Support

- 1. Public transport services and infrastructure
- 2. Walking and cycling improvements
- 3. Roads and footpaths
- 4. Transport safety

Do not support

- 1. Public transport services / infrastructure
- 2. Roads and footpaths
- 3. Walking and cycling improvements

Comments around reducing spending / no more spending was also a common theme

42% of individual submitters on this question commented



Is there anything you would spend less on? (individuals)

Four most common themes by support for transport proposal ...

Support

- 1. Walking and cycling improvements
- 2. Roads and footpaths
- 3. Raised pedestrian crossings
- 4. Public transport services / infrastructure

Do not support

- 1. Walking and cycling improvements
- 2. Wasteful spending / inefficiency
- 3. Public transport services / infrastructure
- 4. Roads and footpaths

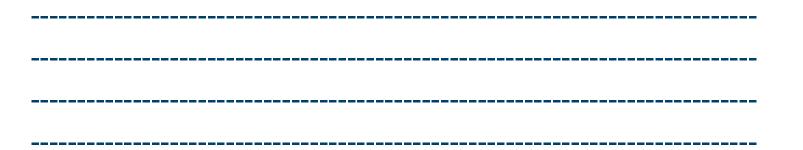
37% of individual submitters on this question commented



Which options do you support for the North Harbour Stadium

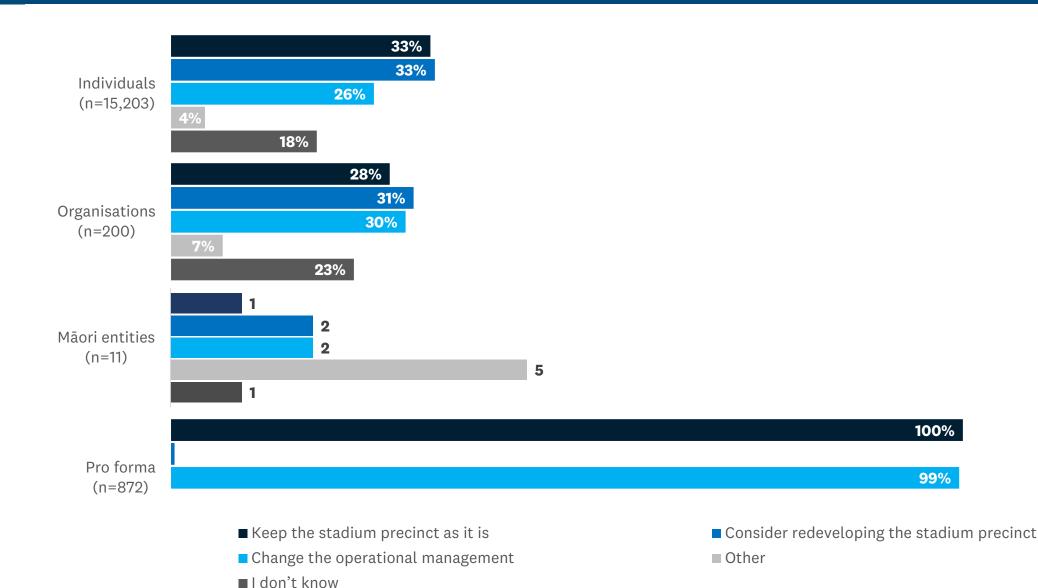
- □ **Keep** the stadium as it is
- □ Consider redeveloping the stadium precinct
- □ Change the **operational management**
- Other
- I don't know

Tell us why:





Of individual submitters, one third selected 'keep the stadium as is' and one third 'consider redeveloping ..'. A quarter selected change the management.



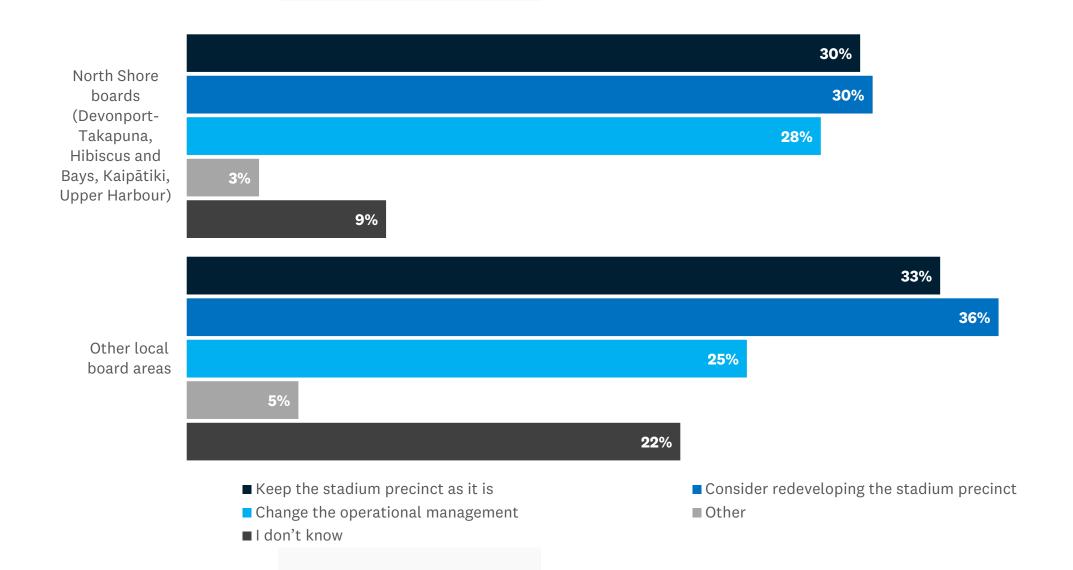


Q3 North Harbour stadium by local board (individuals)

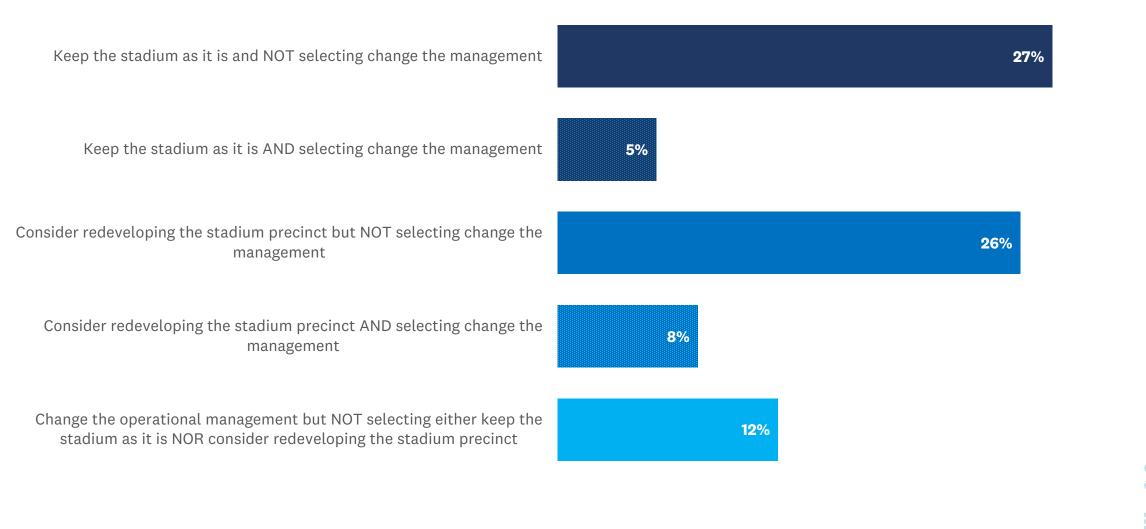
	Keep the stadium precinct as it is	Consider redeveloping the stadium precinct	Change the operational management	
Upper Harbour	45%	28%	29%	
Henderson-Massey	44%	32%	15%	
Hibiscus and Bays	38%	36%	40%	
Manurewa	38%	24%	19%	
Whau	35%	31%	22%	
Puketāpapa	34%	33%	21%	
Ōtara-Papatoetoe	33%	30%	16%	
Aotea/Great Barrier*	33%	30%	30%	
Rodney	33%	35%	37%	
Howick	32%	29%	21%	
Papakura	31%	31%	23%	
Māngere-Ōtāhuhu	28%	32%	19%	
Kaipātiki	28%	43%	33%	
Waitākere Ranges	28%	32%	26%	
Franklin	28%	33%	24%	
Devonport-Takapuna	27%	44%	32%	
Ōrākei	25%	39%	24%	
Albert-Eden	25%	37%	24%	
Maungakiekie-Tāmaki	25%	39%	24%	
Waitematā	24%	37%	25%	
Waiheke	23%	28%	22%	

* Small base size for Aotea / Great Barrier (n=27)

Q3 North Harbour stadium by North Shore local boards and all others (individuals)



Submitters could choose more than one option but most individuals chose one. Of possible combinations, 'consider redeveloping' & 'change the operational management' was most common.



Tell us why (individuals)

Four most common themes by North Harbour stadium option

Keep stadium precinct

- North Harbour / community needs the stadium
- 2. Increase usage / attract more events
- 3. Not worth the investment
- 4. Mismanaged / management could be improved

40% of individual submitters who selected this commented

Consider redevelopment

- 1. Underutilised
- 2. Increase usage / attract more events
- 3. Alternative use for the land (specific)
- 4. North Harbour / community needs the stadium

48% of individual submitters who selected this commented

Change operational management

- 1. Mismanaged / management could be improved
- 2. Increase usage / attract more events
- 3. North Harbour / community needs the stadium
- 4. Underutilised

57% of individual submitters who selected this commented

Don't know / Other

- 1. Don't know
- 2. Sell the stadium
- 3. Alternative use for stadium land (specific)
- 4. Not worth the investment

50% of individual submitters who selected this commented

ed ed

Only four most common themes by each group of submitters (i.e. group responding keep etc.) included.

Base: 2,007 (keep stadium precinct), 2,420 (consider redevelopment), 2,198 (change operational management) and 1,176 (DKOTH) respective individual comments.

What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Proceed with the proposal

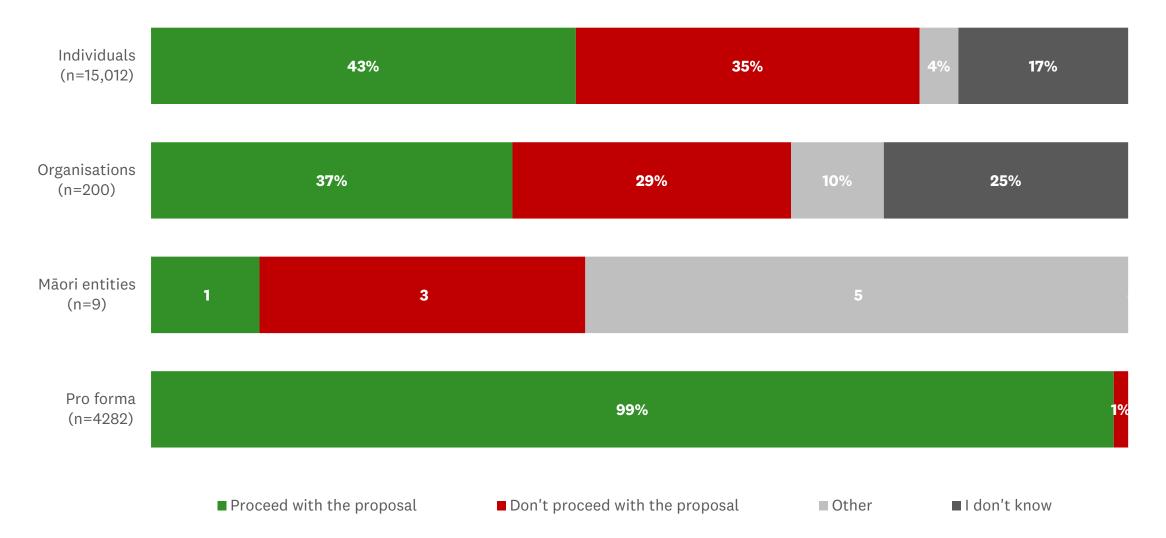
Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding
 Other

Don't know

Tell us why:



The most common choice for the Auckland Future Fund proposal was 'proceed', except for Iwi





Tell us why (individuals)

Four most common themes by ...

Proceed

- 1. Generally support without a clear reason
- 2. Sell assets
- 3. Financial benefits
- 4. Diversify investments / reduce risk

Don't proceed

- I. Don't sell assets
- 2. Council to maintain control/influence
- 3. Concern about investment risk
- 4. Generally do not support without a clear reason

Māori entities that responded 'don't proceed' were mana whenua who felt the shareholding would lead to better returns in the long run

Other / I don't know

- 1. Don't know
- 2. Don't sell assets
- 3. Have clear rules / restrictions
- 4. Sell assets

39% of individual submitters on this question commented



Only four most common themes by each group of submitters (i.e. group responding proceed etc.) included. Base: 2,123, 2,681 and 1,004 respective individual comments to question 4a.

Which option do you prefer for the future of Port of Auckland?

- Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver profitability and more dividends to council
- Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

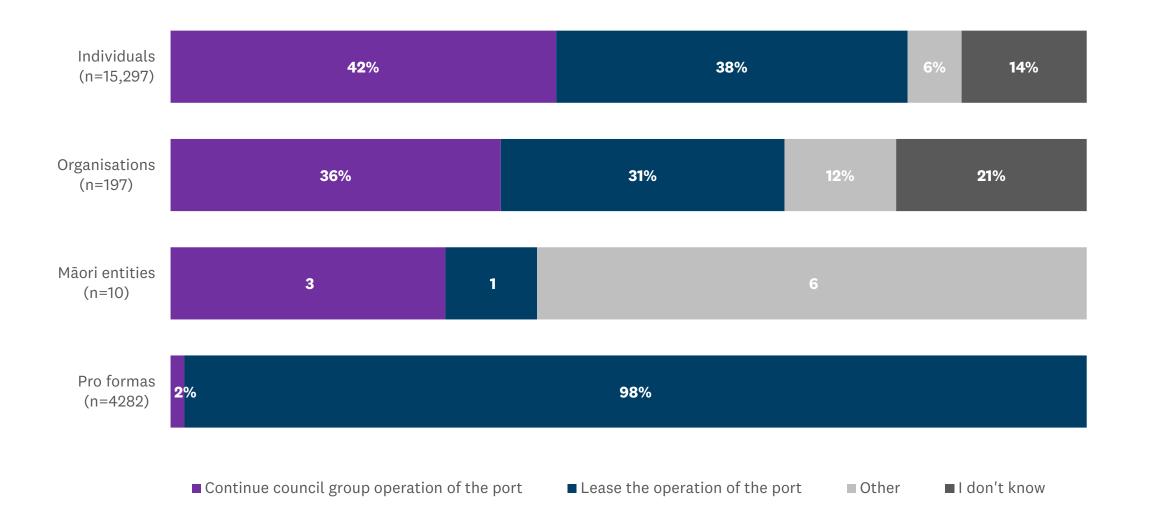
Other

Don't know

Tell us why:



Individuals and organisations were both divided on the future of the port





Tell us why (individuals)

Four most common themes by ...

Council operation

- 1. Don't lease out the port
- 2. Council to maintain control / influence
- 3. Don't sell assets
- 4. Not worth the investment

Lease operation

- 1. Lease the port
- 2. Financial benefits
- 3. Manage better
- 4. Generally support, without a clear reason

Other / I don't know

- 1. Relocate the port
- 2. Don't know
- 3. Sell assets
- 4. Lease the port

37% of individual submitters on this question commented



If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

□ Invest in the proposed Auckland Future Fund

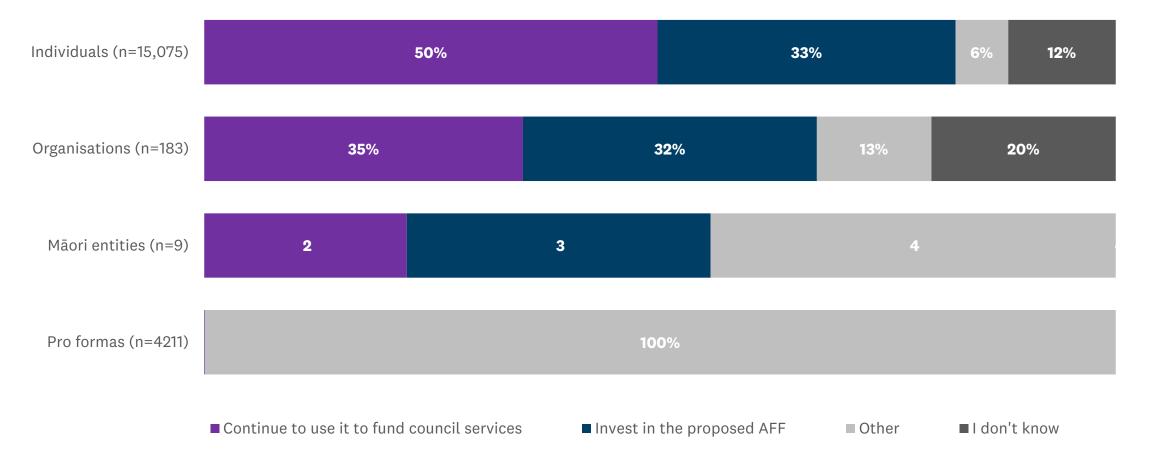
Other

Don't know

Tell us why:



Half of individuals selected 'Continue ... to fund council services'. Organisations were more divided.





Tell us why (individuals)

Four most common themes by ...

Fund council service

- 1. Generally support, without a clear reason
- 2. Will benefit ratepayers
- 3. AFF profits to benefit ratepayers
- 4. Stick to core services

Invest in proposed AFF

- 1. Generally support, without a clear reason
- 2. Financial benefits
- 3. AFF profits to fund infrastructure
- 4. Diversify investments / reduce risk

Other / I don't know

- 1. Balanced approach / both
- 2. Don't know
- 3. Reduce debt
- 4. Will benefit ratepayers

27% of individual submitters on this question commented



Do you have any feedback on any other part of the proposal?

Tell us here:



Question 4: Major investments – Do you have any feedback on any other part of the proposal? (individuals)

Common themes

- 1. Don't sell assets
- 2. Generally do not support, without a clear reason
- 3. General financial feedback (e.g. no rates increase, lower rates increase, implement a capital gains tax)
- 4. Have clear rules, restrictions
- 5. General dissatisfaction with Council
- 6. Find other savings / improve efficiency
- 7. Support self-insurance
- 8. Generally support, without a clear reason

10% of all individual submitters (to any question) comment in this question



Only four most common themes by each group of submitters included. Base: 1,579 individual comments to question 4d.

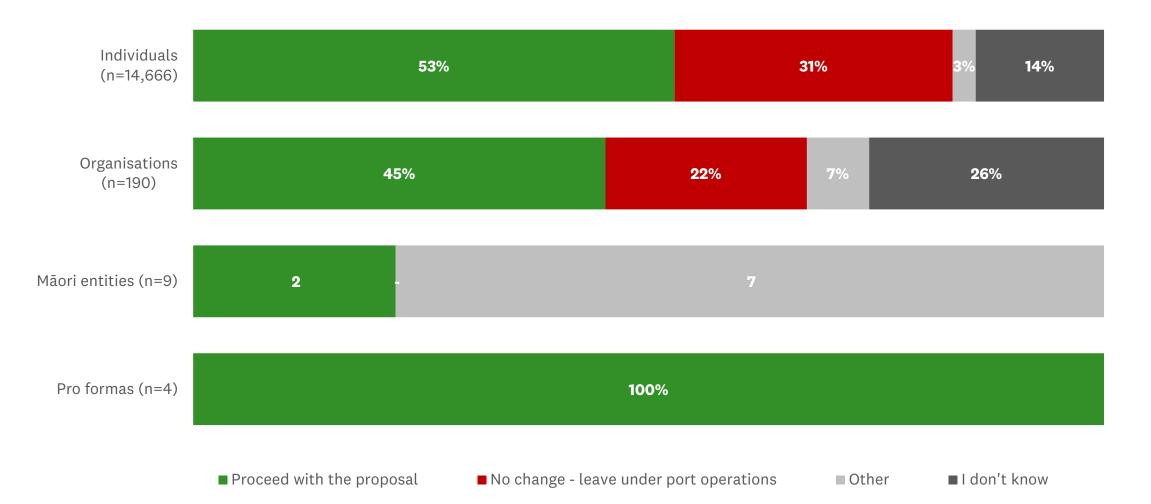
What option do you prefer for Captain Cook and Marsden wharves?

- □ **Proceed** with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit
- □ No change leave Captain Cook and Marsden wharves to be managed as part of the port operations
- Other
- Don't know

Tell us why:



Most feedback supported the proposal to transfer the wharves





Tell us why (individuals)

Four most common themes by ...

Proceed

- 1. Provides for better public benefit / use
- 2. Generally support, without a clear reason
- 3. Relocate the port
- 4. Destination / tourism promotion

No change

- Ports of Auckland provides an essential service
- 2. Will not provide public benefit / enough benefit
- 3. Generally do not support, without a clear reason
- 4. Concerned about cost of development

Other / I don't know

- 1. Don't know / no opinion
- 2. Depends on use need to know more
- 3. Needs to provide better public benefit
- 4. Sell assets

29% of individual submitters on this question commented



Only four most common themes by each group of submitters (i.e. group responding proceed etc.) included. Base: 2,183, 1,501 and 601 respective individual comments to question 5a.

Question 5: Port land

What option do you prefer for Bledisloe Terminal?

□ **Keep** Bledisloe Terminal as a Port of Auckland operation area

□ **Transfer** Bledisloe Terminal **to council** to be used for something else, that provides public benefit, within 15 years

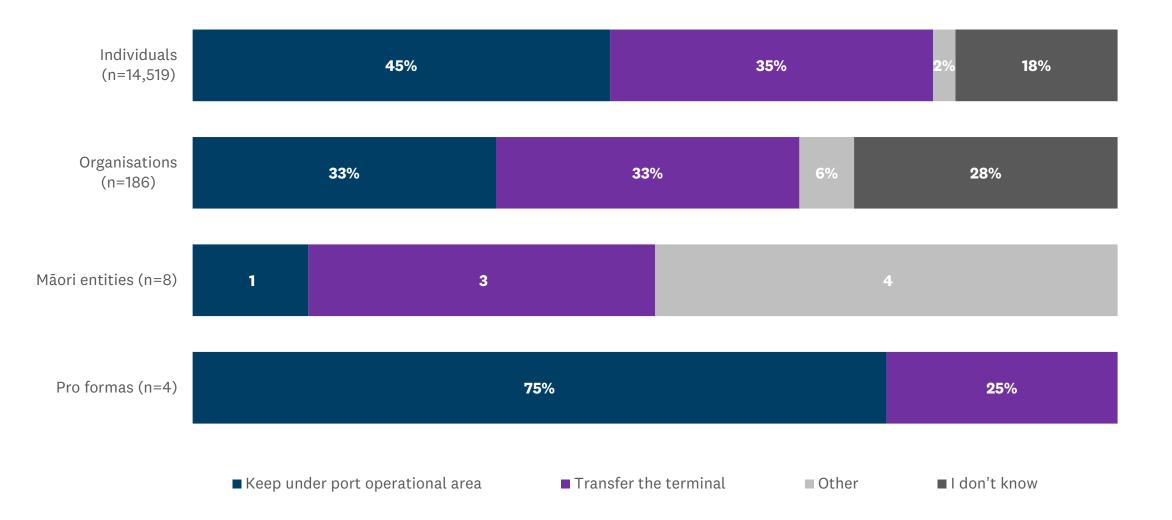
Other

Don't know

Tell us why:



Fewer individuals supported the transfer of Bledisloe





Tell us why (individuals)

Four most common themes by ...

Keep as PoA operation area

- 1. Ports of Auckland provides an essential service
- 2. Will not provide public benefit
- 3. Generally support, without a clear reason
- 4. Concerned about public disruption from development

Transfer for public benefit

- 1. Provides for better public benefit / use
- 2. Relocate the port
- 3. Generally support, without a clear reason
- 4. Any alternative needs to generate income

Other / I don't know

- I. Don't know
- 2. Depends on use / need more information
- 3. Sell assets
- 4. Ports of Auckland provides an essential service

40% of individual submitters on this question commented

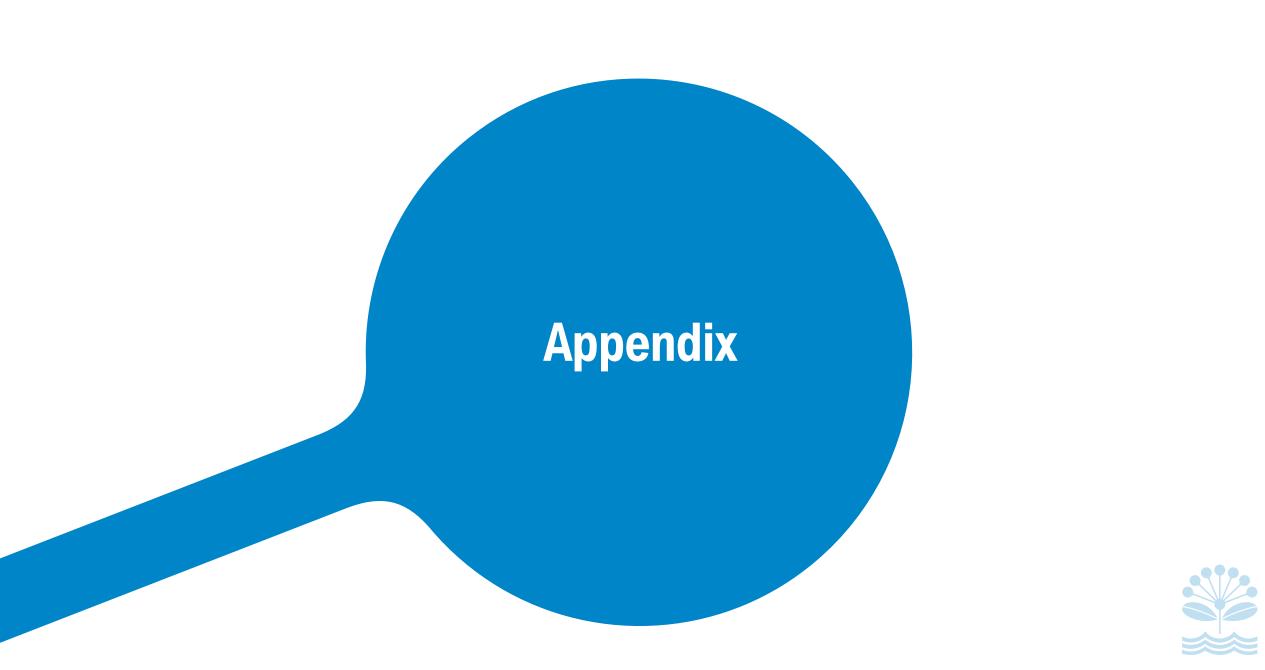


Sharing consultation feedback

Report and presentation published online today

Individuals submissions (organised by local board) available





Question 6: Other rates, fees and charges

Changes to other rates, fees and charges

▶ For more information on this proposal, read Part nine of the consultation document.

We are also proposing some changes to business rates, targeted rates, fees and charges.

6a. What do you think of these proposals?

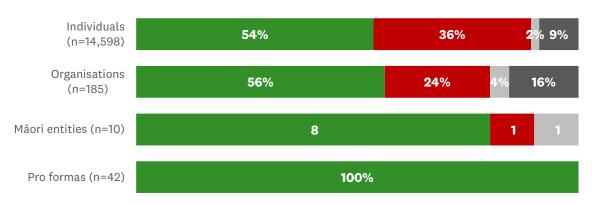
	Support	Do not support	Other	i don't know
Resume the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.				
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.				
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).				
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.				
Re-introduce recycling charges for schools.				
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.				
Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.				
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.				
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.				

Nine specific questions on changes to rates, fees and charges



Regional targeted rates: more supported than did not

Resume and extend the Natural Environment Targeted Rate (NETR)



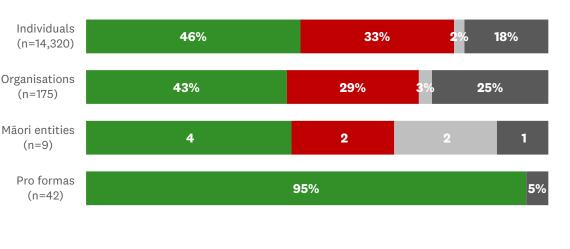
Broaden description of bus services funded by the Climate Action Transport Targeted Rate (CATTR)



Resume and extend the Water Quality Targeted Rate (WQTR)

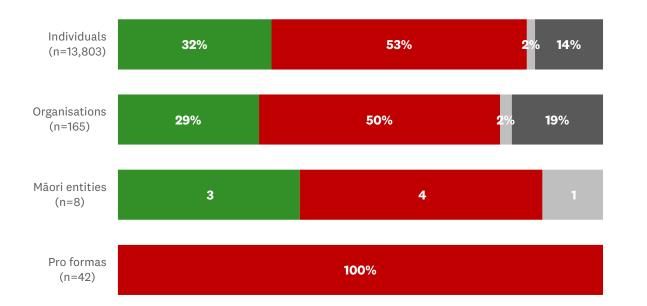


Discontinue the Long-Term Differential Strategy (LTDS)

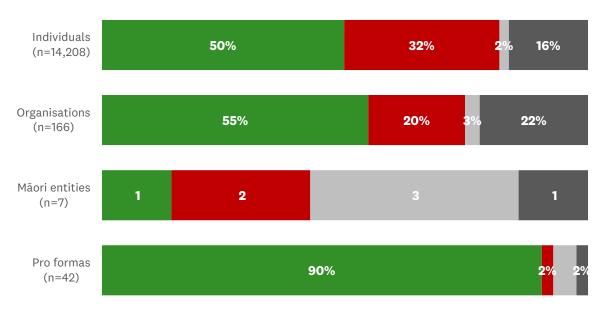


Waste funding: roll out supported, charges to schools not supported

Re-introduce recycling charges for schools

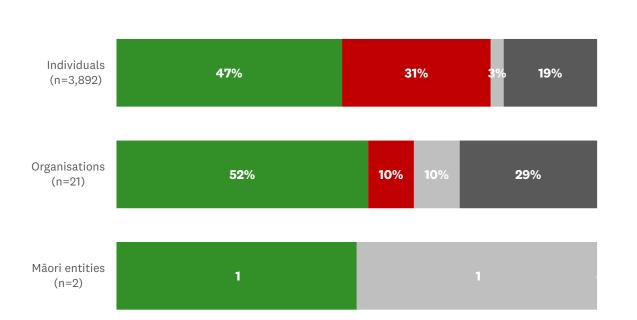


Continue the planned roll out of rates funded refuse collection



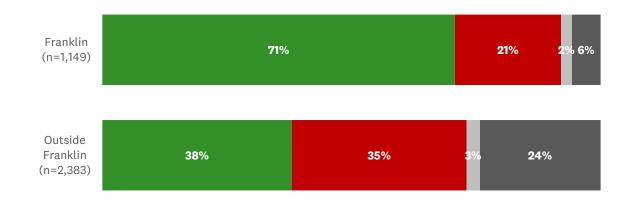


Franklin Paths Targeted Rate: Franklin feedback more supportive



All feedback

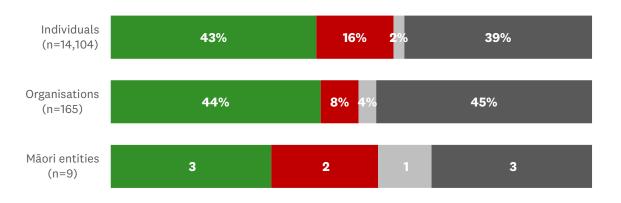
By residence within or outside Franklin Local Board area (individuals)





Support for Rodney & Waitākere targeted rates, higher in Rodney than outside, inverse for Waitākere





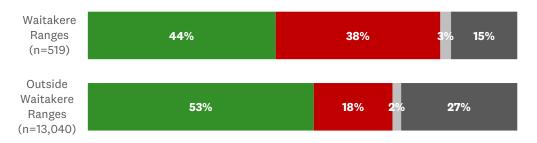
Increase the Waitākere Rural Sewerage Targeted Rate



By residence within or outside Rodney Local Board area (individuals)



By residence within or outside Waitākere Local Board area (individuals)





Do not support

Additional results by Local Board of submitter



Q1A Overall direction by local board (individuals)

	Do less (reduce council services/ investment), with lower rates increases and debt	Proceed with the core proposal	Do more (increase council services/investment), with higher rates increases, and debt
Howick	42%	42%	8%
Henderson-Massey	42%	42%	9%
Papakura	41%	39%	9%
Rodney	39%	39%	12%
Upper Harbour	38%	38%	15%
Ōtara-Papatoetoe	38%	38%	11%
Manurewa	36%	37%	13%
Maungakiekie-Tāmaki	35%	36%	19%
Franklin	36%	36%	16%
Hibiscus and Bays	36%	36%	19%
Ōrākei	36%	36%	21%
Whau	35%	35%	25%
Puketāpapa	34%	34%	23%
Waitākere Ranges	34%	34%	24%
Māngere-Ōtāhuhu	32%	32%	24%
Kaipātiki	35%	32%	25%
Devonport-Takapuna	32%	32%	29%
Albert-Eden	31%	31%	30%
Aotea/Great Barrier*	27%	27%	42%
Waiheke	26%	26%	39%
Waitematā	26%	26%	43%

* Small base size for Aotea / Great Barrier (n=26)

Q2 Transport plan by local board – least support for most or all 66% (individuals)

	Support all of the proposal	Support most of the proposal	Net Support	Do not support most of Don't support any of the the proposal proposal	Net Did Not Support
Aotea/Great Barrier*	19%	62%	81%	12% 4%	15%
Puketāpapa	41%	38%	79%	12% <mark>5%</mark>	17%
Devonport-Takapuna	25%	54%	79%	13% <mark>5%</mark>	18%
Waitematā	23%	54%	78%	13% 4%	17%
Māngere-Ōtāhuhu	49%	29%	78%	15% 4 <mark>%</mark>	19%
Ōtara-Papatoetoe	49%	28%	77%	9% 10%	18%
Ōrākei	26%	51%	77%	16% <mark>5%</mark>	21%
Upper Harbour	33%	43%	76%	12% 6%	18%
Albert-Eden	27%	49%	76%	13% 6%	20%
Kaipātiki	23%	52%	75%	12% 6%	18%
Hibiscus and Bays	29%	46%	75%	13% 6%	19%
Manurewa	40%	35%	75%	12% 8%	20%
Maungakiekie-Tāmaki	32%	42%	74%	14% 7%	20%
Franklin	27%	46%	73%	14% 9%	23%
Waitākere Ranges	26%	47%	73%	14% 8%	21%
Rodney	23%	48%	71%	16% 8%	24%
Waiheke	18%	52%	70%	18% 7%	25%
Papakura	36%	33%	69%	13% 12%	25%
Howick	27%	41%	68%	15% 9%	24%
Henderson-Massey	33%	34%	67%	10% 19%	29%
Whau	29%	37%	66%	11% 19%	31%

* Small base size for Aotea / Great Barrier (n=26)

Q4A Preference on future fund and AIAL shareholding by local board (individuals)

Don't proceed with establishing an Auckland Proceed with the proposal Future Fund and transferring AIAL shareholding **Ōtara-Papatoetoe** 51% 30% Ōrākei 50% 30% Henderson-Massey 48% 36% Upper Harbour 47% 33% Aotea/Great Barrier* 47% 40% Puketāpapa 46% 31% Howick 46% 30% Hibiscus and Bays 35% 45% Franklin 45% 33% Kaipātiki 44% 32% Rodney 44% 35% Papakura 44% 36% 42% Manurewa 36% Maungakiekie-Tāmaki 42% 36% Devonport-Takapuna 42% 37% Whau 42% 40% Albert-Eden 39% 41% Māngere-Ōtāhuhu 40% 35% Waitematā 40% 41% Waitākere Ranges 35% 41% Waiheke 27% 54%

* Small base size for Aotea / Great Barrier (n=30)

Q4B Future of Port of Auckland by local board (individuals)

Waiheke 55% 27% Aotea/Great Barrier* 54% 25% Whau 53% 31% Waitematā 47% 32% Puketāpapa 47% 36% Waitākere Ranges 34% 46% Henderson-Massey 45% 40% Māngere-Ōtāhuhu 33% 45% Manurewa 45% 34% Albert-Eden 45% 37% Papakura 42% 40% Maungakiekie-Tāmaki 41% 41% Kaipātiki 41% 39% Devonport-Takapuna 41% 39% **Ōtara-Papatoetoe** 34% 41% Upper Harbour 42% 40% Ōrākei 38% 42% Hibiscus and Bays 37% 44% Howick 36% 43% Rodney 36% 45% Franklin 35% 43%

Continue council group operation of the port

Lease the operation of the port

* Small base size for Aotea / Great Barrier (n=28)

Q4C 'If the council group continues to operate the Port of Auckland ...' by local board (individuals)

	Continue to use it to fund council services	Invest in the proposed AFF	
Waiheke	64%	25%	
Whau	60%	27%	
Ōtara-Papatoetoe	57%	25%	
Māngere-Ōtāhuhu	54%	23%	
Puketāpapa	52%	33%	
Henderson-Massey	52%	35%	
Aotea/Great Barrier*	52%	30%	
Waitematā	52%	30%	
Papakura	51%	33%	
Manurewa	51%	30%	
Waitākere Ranges	51%	31%	
Albert-Eden	51%	34%	
Franklin	50%	32%	
Kaipātiki	50%	32%	
Rodney	50%	32%	
Maungakiekie-Tāmaki	50%	32%	
Hibiscus and Bays	48%	35%	
Howick	47%	33%	
Devonport-Takapuna	45%	39%	
Ōrākei	45%	37%	
Upper Harbour	43%	38%	

* Small base size for Aotea / Great Barrier (n=27)

Q5A Captain Cook and Marsden wharves by local board (individuals)

	Proceed with the proposal	No change - leave under port operations	
Aotea/Great Barrier*	63%	26%	
Waitematā	62%	23%	
Waiheke	61%	26%	
Whau	60%	25%	
Devonport-Takapuna	58%	28%	
Hibiscus and Bays	57%	28%	
Ōrākei	56%	30%	
Kaipātiki	55%	29%	
Albert-Eden	55%	29%	
Upper Harbour	55%	28%	
Henderson-Massey	54%	35%	
Puketāpapa	54%	33%	
Maungakiekie-Tāmaki	52%	31%	
Rodney	50%	33%	
Manurewa	49%	35%	
Howick	47%	34%	
Franklin	46%	35%	
Waitākere Ranges	46%	36%	
Ōtara-Papatoetoe	45%	32%	
Papakura	44%	40%	
Māngere-Ōtāhuhu	44%	34%	

* Small base size for Aotea / Great Barrier (n=27)

Q5B Bledisloe Terminal by local board (individuals)

	Keep under port operational area	Transfer the terminal	
Henderson-Massey	57%	28%	
Papakura	54%	29%	
Puketāpapa	52%	31%	
Ōtara-Papatoetoe	51%	28%	
Manurewa	51%	29%	
Upper Harbour	48%	32%	
Whau	47%	35%	
Franklin	47%	31%	
Waitākere Ranges	47%	31%	
Māngere-Ōtāhuhu	46%	28%	
Hibiscus and Bays	44%	37%	
Aotea/Great Barrier*	44%	36%	
Howick	43%	34%	
Maungakiekie-Tāmaki	43%	37%	
Kaipātiki	43%	38%	
Rodney	43%	36%	
Ōrākei	42%	41%	
Albert-Eden	42%	38%	
Waiheke	42%	43%	
Devonport-Takapuna	41%	40%	
Waitematā	35%	46%	

* Small base size for Aotea / Great Barrier (n=25)