

A Regional Fuel Tax for Auckland – Analysis of feedback received

The draft proposal for a Regional Fuel Tax included the introduction of a regional fuel tax of 10 cents per litre (plus GST) to raise more funding for transport projects and services. It also included a list of the projects proposed to be funded from the Regional Fuel TA.

This attachment provides an overview of the feedback received across each feedback channel and is analysed in two sections. The first section provides analysis of the responses to the question of using Regional Fuel Tax as a mechanism of funding transport infrastructure, the second section analyses feedback on the fourteen individual projects that are proposed to be funded by the Regional Fuel Tax.

Analysis of feedback received on funding transport investment from a Regional Fuel Tax

Question: Without a Regional Fuel Tax (RFT) the funding available will only cover renewing our existing transport network and the projects we have already committed to for example the City Rail Link. To enable us to deliver projects that improve congestion, public transport and road safety, we recommend an RFT of 10 cents per litre plus GST (11.5 cents). What is your opinion on this proposal? Support/ Do not support/ Other.

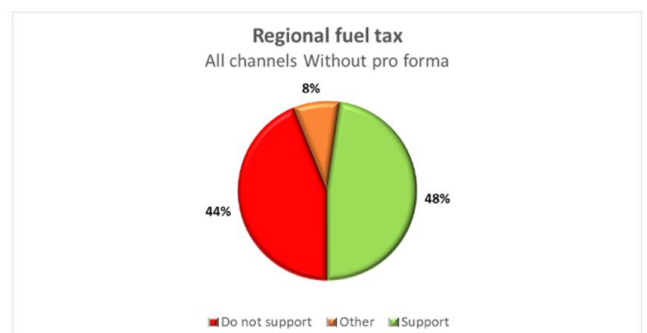
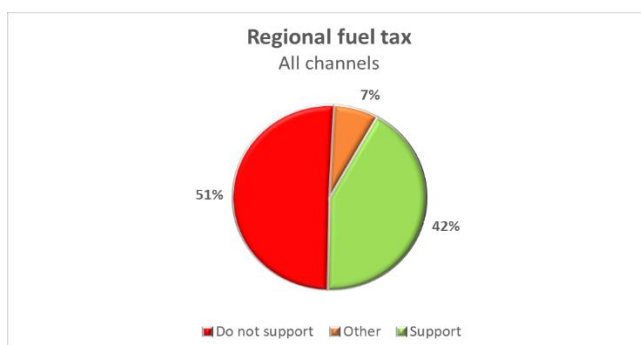
Key findings

Key findings across all feedback received are:

- There was strong support for improvements to public transport and infrastructure including increased reliability, frequency and improvements for those travelling across the city.
- There was a preference for the council to consider alternative funding mechanisms such as
 - reducing the council’s expenditure
 - implementation of congestion charges or toll roads
- There was concern about the impact of the fuel tax on the cost of goods and services.
- There was concern about the impact of a fuel tax on low income families.

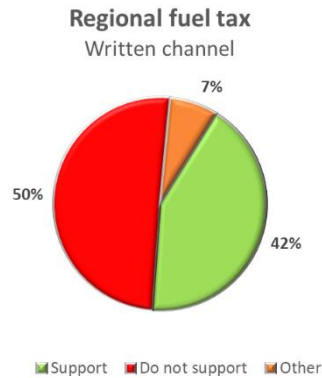
Feedback across channels

The council received 14,820 responses to this question across all channels. Of these, 14,549 were written responses, 182 were provided through Have Your Say events and 88 were provided via social media.



Written feedback received

The council received 11,400 written feedback points in response to the introduction of a regional fuel tax, including 1,751 pro forma responses.



Themes from those who provided comments are included below.

Summary of written feedback on a regional fuel tax	
Feedback	Key points
Support – 42 %	<p>2400 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 510 supported the increase in funding to be made available for improving public transport • 310 supported a fuel tax given that is a user pays system • 110 commented that a fuel tax would encourage the use of public transport.
Did not support – 50%	<p>7670 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 2780 stated a fuel tax would be unaffordable • 2330 requested the council to use different funding mechanisms to fund the transport programme such as <ul style="list-style-type: none"> ○ reducing the council's expenditure ○ implementation of congestion charges or toll roads • 370 noted that a fuel tax would have an unfair impact on rural communities • 360 preferred a congestion charge • 230 commented that the government fuel tax was sufficient • 180 wanted an improvement in public transport to be in place before the introduction of a fuel tax. <p>These responses included 1,751 pro forma submissions from the Auckland Ratepayers Alliance.</p>
Other – 7%	<p>1140 feedback points, the key themes being:</p> <ul style="list-style-type: none"> • 180 stated a fuel tax would be unaffordable • 120 commented that a different funding mechanism should be used to fund the transport programme such as

Summary of written feedback on a regional fuel tax

Feedback

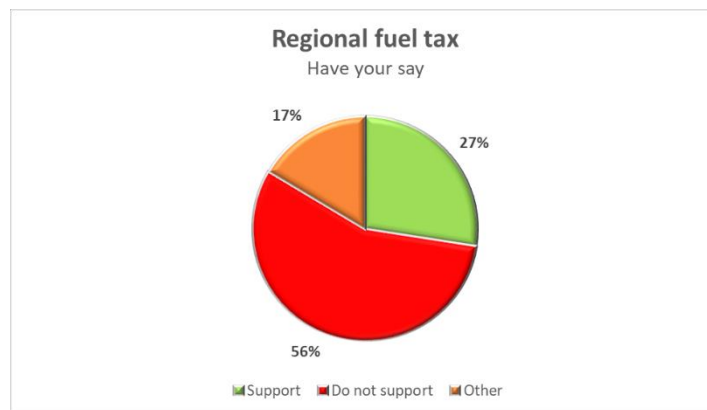
Key points

- reducing the council's expenditure
- implementation of congestion charges or toll roads.

Note: Written feedback included 1751 submissions generated through a campaign by the Auckland Ratepayers Alliance. Excluding these pro forma submissions from the submitter statistics above, the responses would be 48 per cent in support of a fuel tax, 44 per cent did not support and 8 per cent stated 'other'.

Feedback received through Have Your Say and community events

182 people gave 97 feedback points on the tax through Have Your Say events.



Themes from the feedback included:

Summary of Have Your Say and events feedback on a regional fuel tax

Feedback

Key points

Support - 27%

- 13 feedback points were received.
- 4 stated that it would improve public transport
 - 2 commented that they would benefit from the projects
 - 1 supported a fuel tax as it is a user pay system.

Did not support – 56%

- 58 feedback points were received. Comments included:
- 28 stated that a fuel tax would be unaffordable
 - 4 noted that the government fuel tax was sufficient
 - 5 commented that a different funding mechanism should be used to fund the transport programme
 - 3 preferred a congestion charge.

Other – 16%

- 24 feedback points were received. Comments included:
- 4 stated that a fuel tax would be unaffordable
 - 2 commented that a different funding mechanism should be used to fund the transport programme.

Digital feedback received

88 responses were received via social media. 44 per cent were in support, 56 per cent were opposed.

Note: Auckland Council also ran an informal poll on its Facebook page. The poll asked followers whether they agreed with a regional fuel tax to improve the transport network. There were 10,712 responses to this poll, 74% opposed the regional fuel tax. The poll was designed to stimulate awareness and direct people to the akhaveyoursay site. It was mistakenly left open for seven days instead of the intended one day. The receipt of this feedback is acknowledged, but caution must be applied to interpreting feedback through social media channels as it is not possible to determine the extent to which the feedback is demographically or geographically representative of the Auckland population, or in fact whether the feedback came from outside of Auckland.

Māori feedback

There were 731 responses from submitters who identified as Maori. 48 per cent supported the introduction of the fuel tax, 41 per cent did not support and 11 per cent selected 'Other'.

Of those who opposed the fuel tax, the most commonly expressed feedback was that a fuel tax would be unaffordable. Also noted was that a different funding mechanism should be used to fund the transport programme.

Mana whenua feedback

16 iwi authorities submitted to the consultation on the proposal for a Regional Fuel Tax and provided specific feedback. Five iwi authorities did not provide a submission to this consultation. They were Ngati Māru Rūnanga Trust; Ngāti Paoa Iwi Trust; Ngāti Whātua o Kaipara; Te Patukirikiri Incorporated and Te Rūnanga o Ngāti Whātua.

Mana whenua support for the introduction of a regional fuel tax	
Support	Conditional support
Ngai Tai ki Tāmaki Settlement Trust	Mana Whenua Kaitiaki Forum
Te Uri o Hau Settlement Trust	
Other	Do not support
Ngāti Tamaoho Settlement Trust	Te Ahiwaru / Makaurau Marae Māori Trust
Ngāti Whanaunga Incorporated	Ngāti Manuhiri Settlement Trust
Ngātiwai Trust Board	Ngāti Rehua Ngātiwai ki Aotea Trust
Te Ākitai Waiohua Iwi Authority	Ngāti Tamaterā Treaty Settlement Trust
Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua	Ngāti Whātua Ōrakei Trust
Te Kawerau Iwi Tribal Authority & Settlement Trust	Te Arataura o Waikato Tainui
Te Whakakitenga o Waikato Incorporated	Te Whakakitenga o Waikato Incorporated

All submitters recognise transport as a major issue in Auckland. The major concern is the additional pressure the regional fuel tax would place on low income families and the elderly. Iwi commented on ways in which to reduce the impact on low income whanau with measures such as:

- a lower fuel tax with an extended implementation period for projects

- prioritising projects with the greatest impact on the low income, such as public transport projects
- a rebate for low income earners and the elderly for example, with an iwi HOP card
- reducing the region in which the tax would apply
- affordable transport options
- exemptions for those who live on Aotea (Great Barrier Island).

Other comments from Iwi included:

- whanau may not be able to support the work of the marae if petrol became unaffordable
- unaffordable and unsafe travel options were obstacles to employment
- public transport is currently infrequent and inconvenient and cannot be relied on
- there is support for transport projects and initiatives that contribute to positive economic and social outcomes for mana whenua
- journeys to work may not be to the CBD and can be across the city, for example from west Auckland to the airport
- with the introduction of the government fuel tax, the council should now reconsider the regional fuel tax
- a fuel tax could increase congestion with the flow of traffic to areas where the tax is not in place
- a congestion charge would be more equitable.

The Mana Whenua Forum provided conditional support to the proposal and asked to work with the council and government to address the impacts on low income households.

Stakeholder feedback

Submissions on the introduction of a regional fuel tax were received from approximately 21 stakeholders. The stakeholders represented organisations across all areas, such as business associations across the city, Bike Auckland, Auckland Greypower and New Zealand Automobile Association.

Seven stakeholders were in support of the introduction of a regional fuel tax, two were not and 12 selected "Other". Stakeholders also commented that:

- A fuel tax will adversely affect those on low incomes, particularly those living some distance from metropolitan centres.
- A fuel tax would also increase the cost of goods and services.
- Business associations were concerned about the impact that construction work would have on their members and asked that strategies be put in place to mitigate or minimise any disruptions.
- There was a preference for the introduction of congestion charging as a way of managing demand as well as a funding source.
- It was suggested that the use of public private partnerships supported by sustainable revenue streams should be the next step.
- Fuel tax exemptions for commercial transport operators and non- road users should be in place.
- The expected growth in more fuel efficient and electric vehicles will require some form of distance based charging for all motor vehicles.
- A requirement to estimate the costs of administering the tax including processing any rebates to enable the value and cost-effectiveness of the RFT scheme to be considered.

Feedback by local board area

The table below shows an analysis of written feedback received on a regional fuel tax by local board area. Feedback where the local board area was not stated or was from outside the region has not been included.

Local Board	Support	Do not support	Other	Grand Total
Albert-Eden	773	438	74	1,285
	60%	34%	6%	
Devonport-Takapuna	349	300	54	703
	50%	43%	8%	
Franklin	216	361	49	626
	35%	58%	8%	
Great Barrier	11	9	22	42
	26%	21%	52%	
Henderson-Massey	286	379	48	713
	40%	53%	7%	
Hibiscus and Bays	459	589	83	1,131
	41%	52%	7%	
Howick	347	685	71	1,103
	31%	62%	6%	
Kaipātiki	378	390	47	815
	46%	48%	6%	
Māngere-Ōtāhuhu	133	107	15	255
	52%	42%	6%	
Manurewa	139	178	31	348
	40%	51%	9%	
Maungakiekie-Tāmaki	348	303	54	705
	49%	43%	8%	
Ōrākei	401	481	69	951
	42%	51%	7%	
Ōtara-Papatoetoe	95	119	13	227
	42%	52%	6%	
Papakura	135	174	31	340
	40%	51%	9%	
Puketāpapa	136	141	28	305
	45%	46%	9%	
Rodney	389	845	149	1,383

Local Board	Support	Do not support	Other	Grand Total
	28%	61%	11%	
Upper Harbour	213	340	36	589
	36%	58%	6%	
Waiheke	77	58	15	150
	51%	39%	10%	
Waitākere Ranges	267	218	43	528
	51%	41%	8%	
Waitematā	637	265	43	945
	67%	28%	5%	
Whau	260	238	40	538
	48%	44%	7%	
Grand Total	6,058	6,628	1,017	13,682

Analysis of feedback shows support for the introduction of regional fuel tax was the preferred option in 9 local board areas. Support for a regional fuel tax was higher in the central sub-region (54 per cent) than in the north (39 per cent) and South (37 per cent) sub-regions.

Analysis of feedback received for the proposed transport programme

Question: We are proposing the RFT funds the projects listed below. How important are these projects to you? Very important/ Moderately important/ Less important.

Key findings

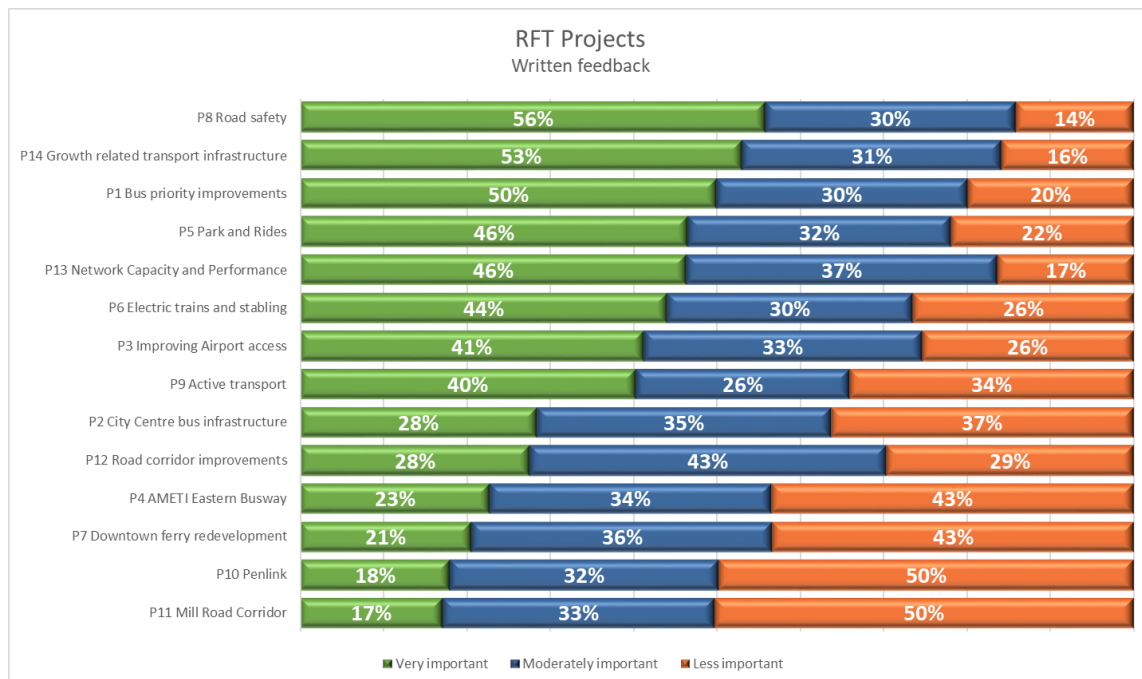
Key findings across all feedback received are

- There was strong support for improvements to public transport.
- There was acknowledgement that congestion is an issue in Auckland and submitters wanted solutions to the problems in their areas.
- Many feedback points were in support of the provision of active transport.
- Comments regarding safety referred to improved roading as well as safety for walkers and cyclists.

Feedback across channels

The council received 14,649 submissions to the transport projects. Of these, 12,811 were written responses, 1,750 were through Have Your Say events and 20 were provided via social media.

From feedback received, the projects in the transport programme was ranked in the following order:






Written feedback received





The council received 8,770 written feedback points in response to the transport programme, including 1,996 pro forma responses.

The table below summarises the feedback received on the projects included in the programme.

Summary of written feedback on transport projects

Project	Key points
P1. Bus Priority Improvements	<p>There were 12,474 responses to this project.</p>  <p>50% stated that this project was very important 30% stated it was moderately important 20% stated it was less important.</p> <p>190 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 40 noted that a more frequent and cheaper bus service would encourage greater use of public transport • 20 commented that there should be additional bus lanes • 11 stated that public transport should be accessible in all suburbs • 12 noted that bus there should be more bus services across the city and not just through the CBD.
P2. City Centre Bus infrastructure	<p>There were 12,321 responses to this project.</p>  <p>28% stated that this project was very important 35% stated it was moderately important 36% stated it was less important.</p> <p>30 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 3 commented on the need for a centralised transport hub in the CBD • 3 noted that cross town buses were as important as those to the CBD • 2 suggested that light rail would reduce the need for buses.
P3. Improving Airport access	<p>There were 12,450 responses to this project.</p>  <p>41% stated that this project was very important 33% stated it was moderately important 25% stated it was less important.</p> <p>920 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 280 commented that connecting to the existing rail network would be a cheaper option and would better serve commuters • 150 stated that they did not support the proposal for light rail to the airport • 130 expressed support for light rail to the airport, including 60 who thought that the project should be extended to include access from across the city • 50 did not think that light rail from to the airport was a priority • 50 stated that the route to the airport should be re-designed.

Summary of written feedback on transport projects

Project	Key points
P4. AMETI Eastern Busway	<p>There were 11,998 responses to this project.</p>  <p>23% stated that this project was very important 34% stated it was moderately important 43% stated it was less important.</p> <p>45 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 7 stated that this facility needed to be redesigned to service a larger area and with growth in mind • 3 suggested that a cycleway should be incorporated into the busway.
P5. Park and Rides	<p>There were 11,998 responses to this project.</p>  <p>46% stated that this project was very important 32% stated it was moderately important 22% stated it was less important.</p> <p>430 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 190 noted that there was insufficient parking at park and ride stations such as Albany (39), Silverdale (34), Papakura (18) Panmure (9) • 65 commented that multi-storied parking buildings would provide additional parking • 15 stated that parking was a priority.
P6. Electric trains and stabling	<p>There were 11,998 responses to this project.</p>  <p>44% stated that this project was very important 30% stated it was moderately important 26% stated it was less important.</p> <p>180 feedback points with the key themes being:</p> <ul style="list-style-type: none"> • 30 stated that train services should be extended to their areas • 20 stated that improved train services and increased frequency would encourage more use • 13 did not support provision of light rail services however, light rail was supported by 12.
P7. Downtown Ferry Redevelopment	<p>There were 12,334 responses to this project.</p>  <p>21% stated that this project was very important 36% stated it was moderately important 43% stated it was less important.</p> <p>37 feedback points with the key themes being:</p>

Summary of written feedback on transport projects

Project	Key points
	<ul style="list-style-type: none"> 15 agreed that ferry services needed to be extended.
P8. Road Safety	<p>There were 12,378 responses to this project.</p> <p>56% stated that this project was very important 30% stated it was moderately important 14% stated it was less important.</p> <p>195 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 20 commented that walking and cycling needed to be safer 4 stated that imposing fines would improve road safety 5 noted that driver education would improve safety for cyclists.
P9. Active transport	<p>There were 12,433 responses to this project.</p> <p>40% stated that this project was very important 34% stated it was moderately important 26% stated it was less important.</p> <p>690 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 250 expressed general support for projects to increase opportunities for active transport noting: <ul style="list-style-type: none"> that cycleways separated from roads are preferred active transport initiatives are a priority linking cycleways to trains would encourage cycling 170 did not support the provision of more cycleways as they <ul style="list-style-type: none"> are not well used are used for recreation purposes rather than by commuters reduce the space available for car use 60 commented that walking and cycling should be made safer 30 called for cycleways which are separated from road users 15 commented that some existing cycleways have been poorly designed.
P10. Penlink	<p>There were 12,017 responses to this project.</p> <p>18% stated that this project was very important 32% stated it was moderately important 50% stated it was less important.</p> <p>277 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 60 stated that this project is a priority 25 commented that the road should have two lanes in each direction (four lanes in total) to allow for growth

Summary of written feedback on transport projects

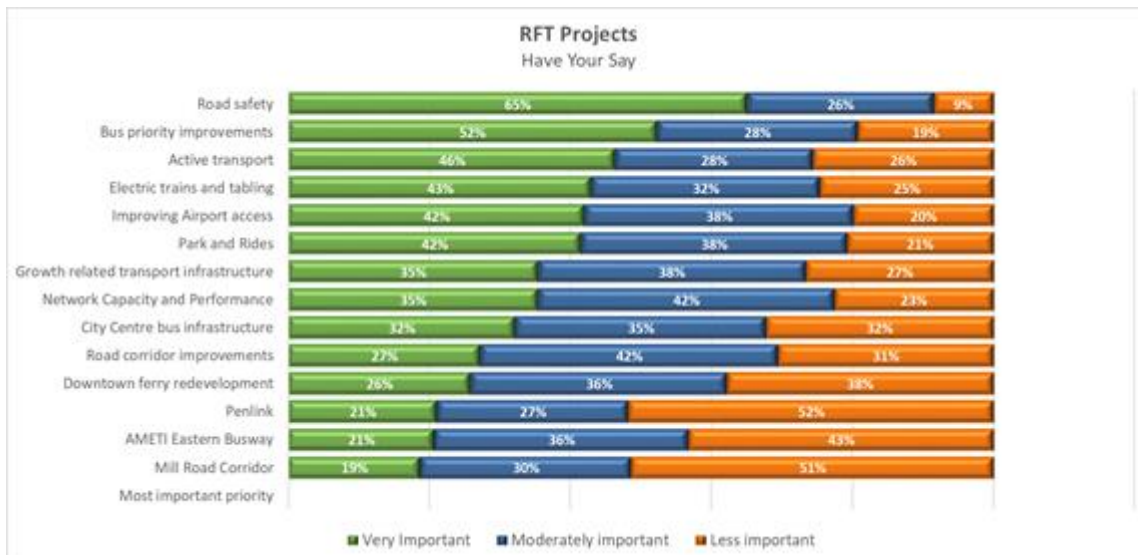
Project	Key points
P11. Mill Road corridor	<ul style="list-style-type: none"> 20 stated that the link was not needed 10 noted that the road should not be a toll road. <hr/> <p>There were 12,002 responses to this project.</p> <p>17% stated that this project was very important 33% stated it was moderately important 50% stated it was less important.</p> <p>126 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 30 stated that this project is a priority 15 commented that the road is not required or would not ease congestion.
P12. Road corridor improvements	<p>There were 12,094 responses to this project.</p> <p>28% stated that this project was very important 43% stated it was moderately important 30% stated it was less important.</p> <p>2,340 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 2,040 expressed support for prioritising the upgrade and realignment of Glenvar Road 65 commented that the Matakana Link road was a priority 50 stated that Lake Road improvements were a priority. <p>These responses included 1,996 pro forma submissions on Glenvar Road.</p>
P13. Network Capacity and Performance Improvements	<p>There were 12,169 responses to this project.</p> <p>46% stated that this project was very important 37% stated it was moderately important 16% stated it was less important.</p> <p>330 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 10 suggested that there should be toll roads 10 commented that motorway lanes should be increased 5 noted that traffic lights on motorway on ramps caused congestion in the surrounding areas 5 commented that developers should pay for transport infrastructure.
P14. Growth related transport infrastructure	<p>There were 12,370 responses to this project.</p> <p>53% stated that this project was very important</p>

Summary of written feedback on transport projects

Project	Key points
	<p>31% stated it was moderately important 16% stated it was less important.</p> <p>665 feedback points with the key themes being:</p> <ul style="list-style-type: none"> 80 commented that transport infrastructure in their area needed improvement, particularly in the north and west 77 suggested planning to be in place to ensure that infrastructure <ul style="list-style-type: none"> can cope with growth is in place before new developments are built 50 stated that developers should pay for new services 10 noted that transport infrastructure should be at the same levels across the city 10 commented that infrastructure in growth areas should be given priority.
Other comments	<ul style="list-style-type: none"> 220 commented on the need for a second harbour crossing 50 noted the transport challenges for those with mobility issues such as <ul style="list-style-type: none"> uneven footpaths long distances from bus stops difficulties of travelling on buses 40 requested an increase in road sealing

Feedback received through Have Your Say and community events

93 people attended Have Your Say events, providing 1,750 responses and 25 feedback points on the projects.



Comments include:

Summary of Have Your Say feedback on transport projects	
Project	Key points
P3 Improve airport access	Connecting to the existing rail network would be a cheaper option and would better serve commuters.
P6 Electric trains and stabling	Extending train services rather than light rail, will provide a user friendly rapid transit network.
P9 Active transport	Walking and cycling need to be safer.
P10 Penlink	Planning for growth by extending bus lanes and preparing for light rail was important.
P12 Road Corridor improvements	Roading from the South Western Motorway to east Auckland should also be prioritised.
Other comments	Bus services would be improved by provision of feeder services

Digital feedback received

20 feedback points were received via social media. 8 comments were in support of a train service to the airport.

Māori feedback

Feedback from Maori respondents were similar to that of all responses.

Theme Name	Responses from Maori		All responses	
	% Very important	Rank	% Very important	Rank
P8 Road safety	60%	1	55%	1
P14 Growth related transport infrastructure	54%	2	54%	2
P1 Bus priority improvements	48%	3	49%	3
P5 Park and Rides	47%	4	47%	4
P13 Network Capacity and Performance	45%	5	47%	5
P3 Improving Airport access	45%	6	42%	7
P6 Electric trains and stabling	43%	7	44%	6
P9 Active transport	39%	8	39%	8
P12 Road corridor improvements	31%	9	27%	9
P2 City Centre bus infrastructure	29%	10	27%	10
P11 Mill Road Corridor	22%	11	17%	14
P7 Downtown ferry redevelopment	22%	12	20%	12
P4 AMETI Eastern Busway	21%	13	22%	11
P10 Penlink	17%	14	18%	13

Mana whenua feedback

16 iwi authorities submitted to the consultation on the proposal for a regional fuel tax consultation, five provided specific feedback on the proposed projects. Five iwi authorities did not provide a submission to this consultation. They were Ngati Māru Rūnanga Trust; Ngāti Paoa Iwi Trust; Ngāti Whātua o Kaipara; Te Patukirikiri Incorporated and Te Rūnanga o Ngāti Whātua.

Not all submitters elected to attribute importance to transport projects, though all provided a view regarding issues and needs. The table below shows the iwi who identified each of the transport projects as *very important*. Note that some projects were not ranked as very important by iwi.

Mana whenua feedback on transport projects	
Project	Very important
P1. Bus Priority Improvements	<ul style="list-style-type: none"> Ngāti Tamaoho Settlement Trust Te Uri o Hau Settlement Trust Ngai Tai ki Tāmaki Settlement Trust Ngātiwai Trust Board Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua
P2. City Centre Bus infrastructure	<ul style="list-style-type: none"> Ngātiwai Trust Board Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua
P4. AMETI Eastern Busway	<ul style="list-style-type: none"> Ngai Tai ki Tāmaki Settlement Trust Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua
P5. Park and Rides	<ul style="list-style-type: none"> Ngāti Tamaoho Settlement Trust Te Uri o Hau Settlement Trust Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua
P6. Electric trains and stabling	<ul style="list-style-type: none"> Ngātiwai Trust Board
P7. Downtown Ferry Redevelopment	<ul style="list-style-type: none"> Ngai Tai ki Tāmaki Settlement Trust Ngātiwai Trust Board
P8. Road Safety	<ul style="list-style-type: none"> Ngāti Tamaoho Settlement Trust Te Uri o Hau Settlement Trust Ngai Tai ki Tāmaki Settlement Trust Ngātiwai Trust Board Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua
P9. Active transport	<ul style="list-style-type: none"> Ngātiwai Trust Board
P11. Mill Road corridor	<ul style="list-style-type: none"> Ngāti Tamaoho Settlement Trust Ngai Tai ki Tāmaki Settlement Trust Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua Te Whakakitenga o Waikato Incorporated

Mana whenua feedback on transport projects

Project	Very important
P12. Road corridor improvements	<ul style="list-style-type: none"> Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua
P14. Growth related transport infrastructure	<ul style="list-style-type: none"> Ngai Tai ki Tāmaki Settlement Trust Ngātiwai Trust Board Te Ara Rangatū o te iwi o Ngāti Te Ata Waiohua

Comments from iwi included:

- there should be signage to direct traffic away from SH1 towards alternative routes
- public transport between Te Hana and Warkworth to Auckland is needed
- Te Uri o Hau suggest that a park and ride facility for Te Hana may be possible by using Te Uri o Hau land
- there is support for the development of sustainable environmental infrastructure such as electric buses.

Stakeholder feedback

Submissions on the introduction of a regional fuel tax were received from approximately 21 stakeholders. The stakeholders represented organisations across all areas, such as business associations across the city, Bike Auckland, Auckland Greypower and New Zealand Automobile Association.

Stakeholder comments include:

- There should be a timeline in place for all critical projects required by 2028.
- A train service to Huapai would be a quick win.
- Parnell Business Association noted that funding will be required for the projects identified in the Parnell local area plan.
- Resolving issues which affect rural residents and heavy transport operators should be a priority due to inadequate alternative options.
- There should be transparent performance management of fuel tax expenditure.
- Generation Zero supports a complete pedestrian overhaul of the city centre, allowing for key public transport routes.
- Public transport infrastructure must be made more practical for the older age group
- Efficient movement within the North Shore and to greater Auckland is a requirement for business growth and investment in the area.

Feedback by local board area

The table below shows the number of written respondents selecting *very important* for each transport project by local board area. Feedback where the local board area was not stated or was from outside the region has not been included.

The following table shows the project selected as very important by local board area. The highest ranked project is highlighted in green and the lowest ranked is highlighted in amber.

Theme Name	P1 Bus priority improvements	P2 City Centre bus infrastructure	P3 Improving Airport access	P4 AMETI Eastern Busway	P5 Park and Rides	P6 Electric trains and stabling	P7 Downtown ferry redevelopment	P8 Road safety	P9 Active transport	P10 Penlink	P11 Mill Road Corridor	P12 Road corridor improvements	P13 Network Capacity and Performance	P14 Growth related transport infrastructure
Albert-Eden	718	468	575	284	462	684	259	691	689	143	133	278	547	646
Devonport-Takapuna	368	213	280	104	301	246	233	328	283	87	56	169	283	330
Franklin	152	74	231	100	280	290	80	277	126	53	292	246	283	353
Great Barrier	12	7	26	3	11	13	13	20	15	1	2	1	10	13
Henderson-Massey	324	184	239	86	283	310	101	371	270	68	65	169	300	363
Hibiscus and Bays	481	200	296	116	544	270	180	491	251	521	115	240	386	504
Howick	450	222	346	551	436	330	227	548	289	115	245	279	413	468
Kaipātiki	430	227	277	128	314	281	211	400	324	111	67	191	341	347
Mangere-Otahuhu	123	60	150	55	108	124	42	161	101	41	49	67	113	124
Manurewa	157	94	179	91	146	149	69	221	128	58	147	125	160	185
Maungakiekie-Tāmaki	333	198	345	199	284	320	107	365	295	77	82	160	313	359
Ōrākei	373	247	344	226	370	362	148	389	344	97	107	183	350	361
Ōtara-Papatoetoe	100	56	113	56	100	98	36	148	69	30	54	72	101	118
Papakura	108	59	152	68	165	137	32	184	94	44	214	149	166	206
Puketāpapa	134	73	112	43	91	124	43	159	123	28	29	57	129	144
Rodney	483	189	304	96	658	335	138	666	298	395	102	324	455	656
Upper Harbour	232	106	146	53	294	183	116	237	141	79	44	127	217	274
Waiheke	85	63	77	34	40	75	82	67	76	9	11	24	52	50
Waitākere Ranges	226	118	185	75	263	256	66	262	219	46	58	118	246	262
Waitematā	547	402	428	221	312	477	226	469	517	97	102	172	412	442
Whau	262	152	238	88	201	257	80	298	249	34	45	117	245	245

Analysis of feedback shows that eight local board areas selected P8 Road safety as very important and five selected P1 Bus priority improvements.