



Date: Thursday, 14 April 2022

Annual Budget 2022-2023

Regional Organisations

**WRITTEN FEEDBACK Vol. 2
(7937 - 9472)**

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7937



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Public Service Association (PSA)

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: The PSA Supports the proposal to introduce the climate action targeted rate subject to our feedback below (see point 3 in attached submission)

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Other

Tell us why: The PSA submits Other to the proposal to manage on-going budget pressures as per our feedback below (see point 4A in attached submission)

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Other

Tell us why: The PSA submits Other to the proposal to manage on-going budget pressures as per our feedback below (see point 4B in attached submission)

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? Support (prefer rates-funded system)

Tell us why: The PSA Supports the proposal to move from a region-wide PAYT system to a region-wide rates funded refuse collection system (see point 5 in attached submission)

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

The PSA provided other matters for feedback and general comment below (see point 6 in attached submission)

Important privacy information

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**Te Pūkenga Here Tikanga Mahi
I New Zealand Public Service Association**

**“PSA Submission – Auckland Council
Annual Budget 2022/2023”**

March 2022

About the PSA

Te Pūkenga Here Tikanga Mahi | The New Zealand Public Service Association ('the PSA') is the largest trade union in New Zealand with over 80,000 members. We are a democratic organisation representing members in the public service, the wider state sector (the district health boards, crown research institutes and other crown entities), state-owned enterprises, local government, tertiary education institutions and non-governmental organisations working in the health, social services, and community sectors.

The PSA represents approximately 22,500 members who live and work in the Auckland region, 3,700 of whom work for the Auckland Council and its agencies. All our members have a strong interest, as residents of Auckland, in this year's Annual Budget and its aspirations and intentions. Those members employed by Auckland Council and its agencies have an additional interest in how the Budget will affect their jobs and working conditions.

This submission has been prepared by local PSA members and delegates who work for Auckland Council.

We would like the opportunity to speak to our submission to the relevant Councilors and other elected members.

1. Introduction

- 1.1. The PSA welcomes the opportunity to contribute to the discussion about Auckland Council's Annual Budget 2022/2023 ("the Budget") in line with our partnership agreement between Auckland Council and the PSA.
- 1.2. Given the spread and nature of PSA's membership described above, we are in a unique position from which to comment and contribute as we seek to maintain, strengthen, and develop our constructive relationship with Auckland Council. In addition to being employees, our members and their whanau are also: residents; ratepayers; politically active citizens and service users within Auckland. Hence this submission is developed using these different perspectives.
- 1.3. Our submission is guided by the following premises:
 - 1.3.1. Significant cost of living increases now and into the foreseeable future are causing our members and employees of Council significant financial strain which is having adverse impacts to their quality of life and wellbeing.
 - 1.3.2. The Local Government Act 2002 makes it clear that local authorities have wide-ranging responsibilities to pursue the four well-being – social; economic; cultural and environmental - for the benefit of their communities. We believe that a proactive pursuit of these needs to be maintained in the widest context.
 - 1.3.3. Retaining employees, their institutional knowledge and organisational loyalty is vital to ensure that local government organisations can meet their responsibilities and continue to provide high levels of service to our communities.

1.3.4. Local government provides essential services to diverse groups throughout our communities. Within New Zealand, no local authority can match the scope, scale or importance of the services provided by Auckland Council and its' CCOs.

1.3.5. The reality of climate change is no longer deniable – it is already here, and the PSA is committed to a just transition which requires climate mitigation and climate adaptation measures to be fair and equitable to affected employees and their communities.

1.3.6. Strong vibrant local government is an essential element in civil society.

1.4. Our feedback to the substantive questions is as follows.

2. Summary of Responses

Question 1 The PSA **Supports** the proposal to introduce the climate action targeted rate subject to our feedback below (see point 3)

Question 2 The PSA submits **Other** to the proposal to manage on-going budget pressures as per our feedback below (see point 4A)

Question 3 The PSA submits **Other** to the proposal to manage on-going budget pressures as per our feedback below (see point 4B)

Question 4 The PSA **Supports** the proposal to move from a region-wide PAYT system to a region-wide rates funded refuse collection system (see point 5)

Question 5 The PSA has **No Response** to Question 5

Question 6 The PSA provided other matters for feedback and general comment below (see point 6)

3. Climate Targeted Rate

- 3.1. The PSA supports the proposal of a Climate Action Target Rate ('CATR') and want to see both the rate and the proposed climate package implemented as soon as possible to start the already overdue work in bringing down Auckland's emissions profile and improving our low-to-no emission commuting networks.
- 3.2. Following the urgent recommendations from Intergovernmental Panel on Climate Change 2022 report,¹ a lot more needs to be done. The PSA sees the CATR as only the first step towards greater future action especially around planning and investment in climate adaptation projects to future proof all of Auckland from the adverse effects of a changing climate.
- 3.3. The PSA is committed to ensuring Māori, Pasefika, disabled and working-class communities are not left behind by any emission reduction projects. To this end, we submit the following points around some of the specifics of this proposal:
 - 3.3.1. Some of the wider carbon reduction targets will pose a challenge, particularly to Māori, Pasefika, disabled and working-class communities, who often have limited choice in terms of their activities and consumption habits.

¹ IPCC, 2022: Climate Change 2022: *Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change*

- 3.3.2. We recognise Council’s initiatives as proposed will on average cost less than \$100 per annum (less than \$2 per week) per median household, an amount we consider to be reasonable.
- 3.3.3. The proposed improvements in public transport corridors and greater investment in cycling and walking networks will generally reduce reliance on private motor cars – a key contributor to Auckland emissions profiles. These are practical initiatives that can be undertaken in the short term and we are happy to see the proposed Budget looks significantly increasing public transport options and access to those low decile parts of Auckland such as West and South Auckland.
- 3.3.4. As part of an equitable approach to reducing emissions, the PSA supports the Aotearoa Collective for Public Transport equity’s call for free public transport for Community Service Card holders, tertiary students and under-25’s. We also support in principle free public transport in Auckland more widely as a potential means to tackle our emissions profile and congestion challenges. However, we recognise the international evidence is conflicted as to whether free public transport achieves the necessary mode-shift and reduction on car usage.² To this end, the PSA would like to see the Council commission a cost-to-benefit feasibility report considering free public transport in Auckland.
- 3.3.5. These initiatives, in conjunction with ongoing community engagement and education programmes, demonstrate the long-term value of climate awareness and a reduced carbon footprint. The community engagement will stress that everyone can and must do their part in this effort and that all will benefit in the future. The ongoing engagement and education will ultimately result in wider behaviour changes so that

² See Matt L “Will Free Public Transport help achieve our goals?” (13 April 2021) Greater Auckland <www.greeterauckland.org.nz>

climate awareness will be second nature to future generations.

4. Proposed Budget

A. Managing ongoing budget pressures

- 4.1. PSA acknowledges the budgetary pressures currently felt by Auckland Council.
- 4.2. The PSA has a concern about the commitment to save \$90 million per annum year on year and the impacts that it may have on staff.
- 4.3. Staffing levels are already under pressure resulting in disproportionate workloads providing wellbeing challenges to our members and employees. We are aware of instances where projects have stalled as Council has not been able to appoint a project manager.
- 4.4. The proposed 3.5% rates increase for the remaining years of the Budget may need to be revisited and increased given the impacts of Covid. The PSA view is that a rates rise is preferable to reduced services.
- 4.5. The PSA expresses concern at the effect of restrained capital budgets on benefits delivery which in turn impacts at the local level for many years.
- 4.6. We are aware following the report at Council's 17th March 2022 Finance and Performance Committee that:
 - 4.6.1. There has been a general underspend due to COVID-19 lockdowns.
 - 4.6.2. Borrowing has been less than expected in the 2021/2022 financial year;
and
 - 4.6.3. That revenue in the regulatory area has been significantly higher than expected.

- 4.7. The implications of above mean that Council's budget is not as limited as it is purported by the consultation documents. As such, PSA strongly submits that the additional revenue reported should be made available for staff remuneration under operating expenditure line. Additionally, with current low interest rates and lower-than-expected borrowing in the last financial year could provide an opportunity for more borrowing for capital projects now, in cases where there is a positive outcome for employment and the economy.
- 4.8. As to asset recycling, the PSA generally does not support the sale of green spaces as strategic assets. Any sale of strategic assets needs to be carefully thought through. We expect to see meaningful consultation with members and communities in this space where decisions are made to sell off any assets.

B. Prioritising operational spending

- 4.9. The PSA expresses concern that it is not clear where the reduction in services might be applied. We are concerned that it is not clear in the proposed Budget where the reduction in services might be applied. The PSA request transparency concerning prioritisation.
- 4.10. The PSA is concerned about the risk of deprioritisation of important work and requests that those staff most affected are included in the decision-making.
- 4.11. The PSA is aware that staffing levels are at a critical point in many areas across Council. We are concerned that prioritisation work may further impact staffing levels. This creates situations of severe stress and workload pressures for the remaining staff.
- 4.12. Under the 'Our Pledge' and "Way we Work" agreements, Council and PSA are committed to working together collaboratively. We want to ensure that PSA

delegates and members are included in a meaningful way throughout the prioritisation process.

- 4.13. PSA expects a high level of engagement beginning with the scoping of initial ideas. The PSA is concerned about the risk of reactionary change processes in the organisation. Any prioritisation must achieve good outcomes for affected members with redeployment and retraining prioritised over redundancy.
- 4.14. An essential feature we would like to see written into the “*What are the things that we*” proposed service prioritisation framework is a criterion of ‘*Ensure good and fair outcomes for affected employees*’ under the “*Must Do?*” or “*Should Do?*” headings. This would demonstrate Council’s commitment to upholding its legal obligations to employees as well as reflect its priority in protecting the employment conditions and wellbeing of their employees who may be affected by future service prioritisation decisions.

5. Waste Service Standardisation

Move to a rates-funded collection system

- 5.1. The PSA supports the proposed shift to a rates-funded system for kerbside refuse collections, with a choice of bin sizes.
- 5.2. This option provides greater equity across Tāmaki Makaurau, ensuring everyone across the region has access to the same service regardless of the area they live in. A rates-funded model will shift charges for rental properties from tenants to landlords, which is likely to benefit those who are lower-income and more likely to be renting.
- 5.3. The rates-funded system also provides greater financial resilience for the Council, making it less dependent on competing against private commercial enterprises, in

turn providing more security for Council staff.

- 5.4. We support the move to providing food scraps collections in all urban areas as a key step to reaching the climate goals set out in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

6. Anything further you would like to give feedback on?

Living Wage

- 6.1. We acknowledge and thank Council for the work done thus far to pay the living wage, but seek a commitment that Council continues to pay the Living Wage and extend to all CCOs, sub-contractors and private contracting firms – making it a requirement of the contract, and that it be pegged – as a minimum – to the living wage set by Living Wage Aotearoa. We would also like to see that Council becomes a fully accredited Living Wage employer.

Accurate forecasting

- 6.2. We also want to address and fix the inaccurate financial forecasting around labour and inflation costs that was prepared for this Budget, and previous Budgets prepared by Council.
- 6.3. The Consumer Price Index (“CPI”) published in December 2021 was officially set at 5.9%, a full 0.9% ahead of Council CPI estimates developed at around the same time. However, during the PSA-Council annual remuneration review it has become apparent that Council’s forecasts were not updated to the official CPI back in December 2021 and this has resulted in Council having insufficiently budgeted for the actual CPI increase.
- 6.4. Despite the Collective Agreement having this ‘CPI increase obligation’ for the past several years (and hence is something well known to Council), under-forecasting and under-preparation for the staff remuneration budget continues to persist. In

fact, it was agreed back in 2018/19 to move the CPI publication to December to help Council more accurately prepare the Budget because the budget preparation normally occurs around the end of the previous year but this has not had the desired effect.

- 6.5. PSA wants to get this issue finally resolved as it is recurring problem that has been tried to be fixed but continues.

Gender & Ethnic Pay Inequity commitment

- 6.6. Given Council obligations to address and resolve Gender & Ethnic pay inequities across the organisation, the PSA strongly urges Council to both identify and set aside/ringfence funding within the Budget so that:

- 6.6.1. Sufficient funding is available to meet the entire settlement quantum following the resolution of PSA's equal pay claim for Library Assistants; and

- 6.6.2. Sufficient funding is available to address further identified pay discrimination throughout the organisation as per Council's commitment under our Collective Agreement.

Local Board decision-making and staff protections

- 6.7. We are broadly supportive of increased decision making for Local Boards. However, we are concerned around the idea of granting more 'flexibility' for Boards to prioritise community services within their total funding which may result in unfair changes to the terms and conditions of affected employees as well as uneven services across Auckland.

- 6.8. To illustrate our concern, opening hours for Auckland Libraries are dependent on Local Board funding which is usually subject to minimum allocations. However, the proposal appears to remove the minimum allocations under the guise of 'flexibility

for service prioritisation' potentially leading to reduced opening hours and subsequent loss of hours of affected Library employees.

Feedback about Annual Budget timeline

- 6.9. The PSA would also like to see changes to the events and timeline of the Council's Annual Budget consultation period.
- 6.10. Currently, the submission period is only one month long which in our view is highly insufficient and should be extended to two months at least to allow enough time for consultees to properly review the often-complex topics and detailed supporting documents; and then be able to prepare a correspondingly detailed submission.
- 6.11. Additionally, the oral submission process does not seem proper nor fair. This is because the oral submission opportunity occurs midway through the consultation period which given the deadline to confirm attendance, leaves just over one week for consultees to undertake significant work to review/research the complex topics and supporting documents; then begin work in preparing their substantive written submissions. It is unrealistic that any written submission that form the consultees substantive feedback would be prepared in time for oral submission but is a necessary action to undertaken because it helps shape the consultees oral submission as well as allows it to be shared with the submission panel before the oral presentation.
- 6.12. To this, we suggest Council adopt the consultation timelines and processes as used by the New Zealand Parliament Select Committees whereby:
 - 6.12.1. The period for written submission is usually around 40-42 days:
 - 6.12.2. That the oral submission opportunity occurs *after* this deadline for written submissions.

Thank you for considering our submission

We wish to acknowledge the hard work and excellent contributions by the following Auckland Council PSA Delegates and Members in preparing this submission.

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): AUT University

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: Tēnā tatou,

On behalf of AUT, I am pleased to submit on the Annual Budget 2022/2023. This submission relates solely to the Climate Action Targeted Rate, which has material implications for AUT and its ambitions to align with the UN Sustainable Development Goals.

Through our Sustainability Roadmap to 2025, AUT has committed to halving its carbon emissions by 2025. AUT is also committed to 'moving towards net zero greenhouse gas emissions in a manner consistent with New Zealand's national and international commitments.' Consequently, AUT supports Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan for articulating Tāmaki Makaurau's contribution to national and international efforts.

As the AUT Sustainability Report 2020 demonstrates, travel-related activities are AUT's largest source of greenhouse gas emissions. The transport portfolio includes AUT's vehicle fleet, shuttle bus, air travel, taxis, staff and student commuter travel, mileage claims, car rentals and hotels (associated with travel). CO₂e emissions from these sources were 2,638 tonnes in 2020, a 68% reduction on the 2018 baseline year. This reduction is principally an effect of the Covid-19 pandemic, specifically the dramatic reduction of international, domestic and city-scale travel. AUT's challenge is to ensure that emissions levels do not rebound to pre-2020 levels.

Consequently, AUT strongly endorses Auckland Council's commitment to reduce transport emissions in Auckland by 64 per cent by 2030. AUT has undertaken work to reduce its own transport emissions – and intends to do more. In

particular, there is an opportunity to increase transport mode shift among our nearly 30,000 students and 2,500 staff by encouraging greater use of public transport and active transport, such as walking, cycling and other forms of micromobility. This is not only important for emissions reductions, but also the wellbeing of the AUT community. Active transport like walking and cycling contributes to mental and physical wellbeing. Also, active transport and public transport can reduce financial stress on our students by enabling them to travel affordably around the city for study and leisure.

But AUT depends upon AT and Auckland Council to supply the infrastructure to meet this demand. If we are to encourage students and staff to walk and cycle, AUT needs to be assured of their safety through the provision of adequate infrastructure, especially the rapid roll-out of well-integrated cycleways that connect to our campuses in the central city, Manukau and the North Shore. If AUT is to encourage students and staff to use public transport, services need to be affordable, reliable and electrified. AUT also highlights associated equity issues, especially disability inclusive transport design, and ensuring that women, LGBTQ+ and minority communities can safely use public transport, day and night.

Consequently, AUT strongly supports the Climate Action Targeted Rate to accelerate the delivery of safe, equitable, low-emissions transport across Tāmaki Makaurau. AUT also supports the use of revenue for increasing urban ngahere canopy cover, an important type of urban Nature-based Solution which will enhance climate resilience, native biodiversity, and community wellbeing.

On behalf of AUT, I thank Auckland Council for its leadership and I look forward to a collaborative effort over the coming decade to fulfil the ambitions of Te Tāruke-ā-Tāwhiri.

Dr David Hall,

Chair of the Vice-Chancellor's Sustainability Steering Group

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

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This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

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Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
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Or is there anything further you would like to give feedback on?

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28th March 2022

Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Tēnā tatou,

On behalf of AUT, I am pleased to submit on the Annual Budget 2022/2023. This submission relates solely to the Climate Action Targeted Rate, which has material implications for AUT and its ambitions to align with the UN Sustainable Development Goals.

Through our [Sustainability Roadmap to 2025](#), AUT has committed to halving its carbon emissions by 2025. AUT is also committed to ‘moving towards net zero greenhouse gas emissions in a manner consistent with New Zealand’s national and international commitments.’ Consequently, AUT supports *Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan* for articulating Tāmaki Makaurau’s contribution to national and international efforts.

As the [AUT Sustainability Report 2020](#) demonstrates, travel-related activities are AUT’s largest source of greenhouse gas emissions. The transport portfolio includes AUT’s vehicle fleet, shuttle bus, air travel, taxis, staff and student commuter travel, mileage claims, car rentals and hotels (associated with travel). CO₂e emissions from these sources were 2,638 tonnes in 2020, a 68% reduction on the 2018 baseline year. This reduction is principally an effect of the Covid-19 pandemic, specifically the dramatic reduction of international, domestic and city-scale travel. AUT’s challenge is to ensure that emissions levels do not rebound to pre-2020 levels.

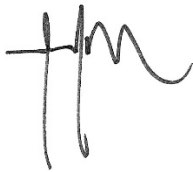
Consequently, AUT strongly endorses Auckland Council’s commitment to reduce transport emissions in Auckland by 64 per cent by 2030. AUT has undertaken work to reduce its own transport emissions – and intends to do more. In particular, there is an opportunity to increase transport mode shift among our nearly 30,000 students and 2,500 staff by encouraging greater use of public transport and active transport, such as walking, cycling and other forms of micromobility. This is not only important for emissions reductions, but also the wellbeing of the AUT community. Active transport like walking and cycling contributes to mental and physical wellbeing. Also, active transport and public transport can reduce financial stress on our students by enabling them to travel affordably around the city for study and leisure.

But AUT depends upon AT and Auckland Council to supply the infrastructure to meet this demand. If we are to encourage students and staff to walk and cycle, AUT needs to be assured of their safety through the provision of adequate infrastructure, especially the rapid

roll-out of well-integrated cycleways that connect to our campuses in the central city, Manukau and the North Shore. If AUT is to encourage students and staff to use public transport, services need to be affordable, reliable and electrified. AUT also highlights associated equity issues, especially disability inclusive transport design, and ensuring that women, LGBTQ+ and minority communities can safely use public transport, day and night.

Consequently, AUT strongly supports the Climate Action Targeted Rate to accelerate the delivery of safe, equitable, low-emissions transport across Tāmaki Makaurau. AUT also supports the use of revenue for increasing urban ngahere canopy cover, an important type of urban Nature-based Solution which will enhance climate resilience, native biodiversity, and community wellbeing.

On behalf of AUT, I thank Auckland Council for its leadership and I look forward to a collaborative effort over the coming decade to fulfil the ambitions of *Te Tāruke-ā-Tāwhiri*.

A handwritten signature in black ink, appearing to be 'DH', with a stylized flourish at the end.

Dr David Hall,
Chair of the Vice-Chancellor's Sustainability Steering Group



8041



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Summerset Group Holdings Limited

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Other

Tell us why: Please refer to the main comments provided for Question 6 – Summerset believes that it is imperative that the Auckland Budget 2022/2023 includes sufficient funding (beyond that assumed to be covered/paid for by Development Contributions) to enable suitable and sufficient upgrades to be undertaken to the existing pedestrian and cycle network in Parnell to support planned development for the area, with specific regard to the footpaths and roads that connect Parnell Town Centre to Parnell Train Station, which are currently in an undesirable condition (such as Cheshire Street, Heather Street, and Gibraltar Crescent, and beyond).

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending

- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

Waitematā Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Other

Tell us why: Please refer to the main comments provided below for Question 6 – The Waitemata Local Board priorities includes the provision of funding “to maintain and operate assets”, and as part of their plans for addressing climate change, include various “walking, cycling and placemaking projects”, however it is unclear from the information provided whether the funding allocated for these projects will include upgrades that are needed to the existing walking and cycling connections between Parnell Town Centre and Parnell Train Station.

Summerset believes that it is imperative that the Auckland Budget 2022/2023 includes sufficient funding (beyond that assumed to be covered/paid for by Development Contributions) to enable suitable and sufficient upgrades to be undertaken to the existing pedestrian and cycle network in Parnell to support planned development for the area, with specific regard to the footpaths and roads that connect Parnell Town Centre to Parnell Train Station, which are currently in an undesirable condition (such as Cheshire Street, Heather Street, and Gibraltar Crescent, and beyond).

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

In recent years, Parnell has seen many new developments evolve (particularly around the central town centre area), with a number of resource consents also approved for future projects that will soon form part of the built environment. This includes the proposed Summerset Parnell retirement village at 23 Cheshire Street, which is expected to accommodate some 380 elderly residents. An 8-storey apartment building is also planned nearby to the Summerset development at 15-21 Cheshire Street. With the zoning of the Parnell area under the Unitary Plan generally enabling intensification, and with this further supported by the NPS-UD, this will likely lead to many other developments being planned for the area in the near future.

We are also aware that Auckland Transport intends to construct a new pedestrian and cycle underpass at the northern end of the Parnell Train Station to provide improved connections between the two existing train station platforms, and further beyond to Auckland Domain and Carlaw Park. We understand that upgrades to the train station facilities are also proposed to occur at a similar time. Following completion of the City Rail Link, the frequency of trains stopping at Parnell Station will increase (being the stop prior to Britomart), and coinciding with this, it is expected that patronage will increase, leading to an increased desirability for use of Parnell Train Station and improved pedestrian and cycle connections to and from the station.

With all this development planned to occur in the near future, it is important that the connecting streets and footpaths to Parnell Train Station are of a suitable quality for the members of the public using the network, and those elderly residents that will live at the proposed Summerset Parnell retirement village (adjacent to the train station) who are more prone to falls from uneven gradients and trip hazards. The existing footpaths in the immediate vicinity of the Parnell Train Station and the Summerset site, including along Cheshire Street, Heather Street, Gibraltar Crescent, and further beyond, are in poor condition with uneven surfaces, cracks, and are in general disrepair as a result of lack of proper upgrades and maintenance.

Parnell Train Station is the last stop prior to the central CBD Britomart Train Station and is therefore one of the busiest station in the network. Summerset believes that it is imperative that the Auckland Budget 2022/2023 includes sufficient funding (beyond that assumed to be covered/paid for by Development Contributions) to enable suitable and sufficient upgrades to be undertaken to the existing pedestrian and cycle network in Parnell to support planned development for the area, with specific regard to the footpaths and roads that connect Parnell Town Centre to Parnell Train Station (via Cheshire Street, Heather Street, and Gibraltar Crescent) and are currently in an undesirable condition.

Important privacy information

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8072



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Sport NZ

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

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- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Other

Tell us why: Please see the Sport NZ submission.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Other

Tell us why: Please see the Sport NZ submission

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Yes - Local board decision-making over local community services. Please see the Sport NZ submission.

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Sport NZ submission on Auckland Council's 2022/2023 annual budget

Thank you for the opportunity to provide input into the development of Auckland Council's 2022/2023 annual budget. As the major provider of sport and recreation facilities in Auckland, we greatly appreciate the positive outcomes Council investment has provided for a wide range of sports codes, demographics, cultures, ages and abilities. Council investment into the play, active recreation and sport sector makes an enormous contribution to the overall health and wellbeing of Aucklanders.

We also acknowledge the challenge Council faces with balancing the various competing demands such as growth, transport, climate change and water quality within a context of falling revenue. The impact of Covid-19 will be with us for some time to come and will continue to impact budget-related decisions.

About Sport New Zealand

Sport New Zealand (Sport NZ) is the crown agency responsible for contributing to the wellbeing of everybody in Aotearoa New Zealand by leading an enriching and inspiring play, active recreation and sport system.

Sport NZ's vision is simple - to get Every Body Active in Aotearoa New Zealand.

Our role as kaitiaki of the system focusses on lifting the physical activity levels of all those living within Aotearoa and having the greatest possible impact on wellbeing.

We achieve our outcomes by aligning our investment through partnerships, funds and programmes to our strategic priorities set out in four-year strategic plan.

Auckland is critical to the work of Sport NZ as a region which represents a third of the country's population and large concentrations of low participation communities.

The impact of COVID-19 and responding to budget pressures

Sport NZ acknowledges the challenges faced by Council in providing community services through its sporting and recreation assets and that Auckland has a large network of facilities, many of which are aging and require significant renewal investment.

We are concerned that Council's proposal to prioritise operating spending to help manage ongoing budget pressures will result in a removal or reduction in existing sport and active recreation services and facilities. It could also have an impact on addressing the legacy deficits in spaces and places provision and providing for anticipated growth.

Any cutbacks will have a significant impact on sport and active recreation participation rates and on physical activity rates – particularly for high-deprivation communities, tamariki and rangatahi and low participation groups.

Councils play a critical role in leading, supporting and promoting physical activity in their communities. This includes through their roles and responsibilities for planning and place-making, transport infrastructure, provision of sport and recreation facilities and programmes, and management of parks and reserves as part of their statutory role promoting the social, economic, environmental and cultural wellbeing of communities.

Auckland Council investment in the play, active recreation and sport sector is an essential service for the wellbeing of Aucklanders and as such it should be a “must do” rather than a “should do”.

Wellbeing is more important than ever with the COVID-19 pandemic and the highly uncertain economic outlook both having an impact on all aspects of our wellbeing. We know if we can raise the physical activity levels of our communities it will lead to better health and social outcomes.

Since COVID-19, Sport NZ has invested almost \$10 million into Auckland play, active rec and sport organisations (partnering with Aktive to distribute this across the region) under the Recovery Package via:

- **\$1.58 million** for the **Community Resilience Fund 1** in May 2020 to deliver immediate funding to help regional and local organisations remain financially viable through the immediate period of disruption created by COVID-19
- **\$4.24 million** for the Community Resilience Fund 2 in July 2021 with expanded criteria to provide financial support to a wider number of play, active recreation or sport organisations who experienced financial hardship in the period 1 July to 30 September 2020, as a result of COVID-19
- **\$476,360** for the Safe Return to Play Fund in September 2021 to assist sport and recreation organisations that had experienced a decline in junior membership because of the Auckland lockdowns and incentivise tamariki and rangitahi get back to sport.
- **\$1.4 million** for the Tamaki Makaurau Sector Support Fund in October 2021 to assist sport and recreation organisations in the Auckland region financially impacted by the lockdown in August 2021.
- **\$2.18 million** as part of the Regional Covid Hardship Fund in February 2022 to support clubs and regional bodies across Auckland, Northland and Waikato that have been financially impacted by the extended COVID alert level restrictions between August and December 2021.

Sport NZ commends Auckland Council for its establishment of the \$120 million Sport & Recreation Facility Investment Fund and strongly urges Council to increase or at least

retain this funding level as phased over the 2021-2031 Long-Term Plan period. Sport NZ supports giving priority to allocating investment to address the identified priority indoor facility projects in the Long-Term Plan and identified as being in proposed development zones.

Targeted rate for climate change

Sport NZ supports Council's proposal to accelerate its response to climate change with additional funding to investment more in public transport and walking and cycle paths. This will have the added benefit of getting more people physically active and contributing to community wellbeing, as well as supporting emission reductions, reduced congestion and improved environmental outcomes.

Increasing local board decision-making over local community services

Local boards play a vital role in working with sport and active recreation community groups and organisations to ensure everyone can get active, stay fit and play sport whatever their age or ability. Sport NZ supports communities being able to have a say on services and facilities in their area and knows that great results come from locally led initiatives - those governed, managed and delivered by local communities to meet local needs.

However, many sport and recreation facilities are used by people outside a single local board area, and many are sub-regional in nature, which means that there is still a need for sport and recreation facilities to be considered as part of a regional network and not in isolation at local board level. We therefore support shared decision-making between local boards and the Governing Body where multi-board projects serve a large customer base beyond the local board in which the service is located.

Given the budget constraints faced by Council, the rising cost of facility provision and the importance of greater collaboration to get the most out of investment in infrastructure and assets, Sport NZ believes that it is important to retain the regional lens provided by the Governing Body to maintain a more strategic overview and to ensure that we are locating facilities in the right place to maximise access.

Furthermore, it is not clear how this increased allocation of decision-making responsibilities over local community services will address equity of facility distribution and levels of service and types of facilities (such as multi-sport hubs) provided. It could also undermine Council's ability to invest in sub-regional and regional facilities.

Over the past two years Sport NZ has supported planning at both a local board level and regional network level, including the Māngere-Ōtāhuhu Local Board Sport & Active Recreation Facilities Plan, the Manurewa Local Board Sport & Active Recreation

Facilities Plan, the Mahurangi Sports Collective Site Assessment Review and the Auckland Diamond Sports Facility Plan.

The Auckland Sport Sector Facilities Priority Plan needs to continue to be used to provide Council with a high-level strategic view of sports infrastructure needs for the region and the evaluation criteria to prioritise investment and ultimately make better decisions. Working across both a local board level and a regional network level towards a collective goal will allow us the greatest possible impact on wellbeing for all Aucklanders.

Sport NZ looks forward to continuing to work with Council and we are happy to provide whatever support we can – both in terms of specific issues like regional spaces and places planning, but also more generally to ensure all Aucklanders have the ability to be active in the way that they choose.

Summary

Sport NZ, Aktive and Auckland Council share a common interest to ensure the wellbeing of all Aucklanders using physical activity as a core building block. We therefore raise the following regarding Auckland Council's proposed 2022/2023 annual budget:

- We are concerned that Council's proposal to prioritise operating spending to help manage ongoing budget pressures could result in cutbacks in investment into existing sport and active recreation services and facilities, which could have a significant impact on sport, active recreation and physical activity rates – particularly for high-deprivation communities, tamariki and rangatahi and low participation groups.

Given Councils play a critical role in leading, supporting and promoting physical activity in their communities, we see Auckland Council investment in the play, active recreation and sport sector as an essential service for the wellbeing of Aucklanders.

- Sport NZ supports Auckland Council's proposal for additional funding to support greater investment into public transport and more walking and cycle paths in response to climate change. This will have the added benefit of getting more people physically active and contributing to community wellbeing, as well as supporting emission reductions, reduced congestion and improved environmental outcomes.
- Sport NZ has some reservations about Council's proposal to increase local board decision-making over local community services. Given the budget constraints faced by Council, the rising cost of facility provision and the importance of greater collaboration to get the most out of investment in infrastructure and assets, Sport NZ believes that it is important to retain the regional lens provided by the Governing Body to maintain a more strategic overview and to ensure that we are locating facilities in the right place to maximise access.

We are therefore in favour of shared decision-making between local boards and the

Governing Body where multi- board projects serve a large customer base beyond the local board in which the service is located.



8106



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Federated Farmers

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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What do you think of this proposal? Other

Tell us why: Please refer to attachment

2. Managing on-going budget pressures

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- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Other

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Other

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

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This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? Other

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

See attachment for more info

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SUBMISSION



To: Auckland Council

Submission on: Annual Plan 2022

Date: 6 April 2022

Contact: Alan Cole – Provincial President Auckland
Federated Farmers of New Zealand

Shaun Hazelton – Policy Advisor

Federated Farmers of New Zealand

m: 0273727330 | e: shazelton@fedfarm.org.nz

Submission to Auckland Council on the proposed 2022 Annual Budget

OUR SUBMISSION**INTRODUCTION**

1. The Auckland Province of Federated Farmers (Federated Farmers) welcomes the opportunity to submit to Auckland Council on the 2022 Annual Budget. We acknowledge any submissions made by individual members of Federated Farmers.
2. While we understand Council has highlighted five main areas for discussion, we would like to take this opportunity to remind Council of our position on a few key rating matters and areas of importance to our members.
3. Federated Farmers overall supported the long-term plan and to a large extent this annual plan with some key areas of change suggested within our submission.
4. The main concerns Federated Farmers has in relation to this year's Annual Budget are:
 - Climate Action Targeted Rate.
 - Use of Uniform Annual General Charge UAGC
 - Condition of Rural Roads

Councils Targeted Focus PointsClimate Action Targeted Rate

5. Federated Farmers supports the climate action targeted rate to address Councils "Climate Emergency". We do however wish to raise our concerns to the differential set for rural and lifestyle properties which we do not believe discounts enough for our rural members.
6. Rural communities are currently faced with one of their largest challenges to face the rural sector in the 20th century through the He Waka Eka Noa (HWEN) consultation due to be decided on in the coming months. Under the current two pricing options an average size dairy and dry stock farm could be paying \$30,000 yearly, with additional costs spent on improving biodiversity and emissions reduction which will benefit the farmers costs to HWEN and the regions net-emissions. Including this targeted rate our farmers are paying three times 1. HWEN 2. Costs for planting and emissions reductions 3. Targeted Rate.
7. Federated Farmers also wishes to point out that the main tools used by Council involve public transport efficiencies, low emission ferry's, walking and cycling improvements and tree cover in urban zones which largely are not seen or of benefit to our rurally located farms therefore we do not believe that the differential set is low enough for rural rated land.
8. We do see an opportunity through farmers labour and effort to plant native vegetation using councils grants as plant funders. As council will be receiving more "bang for their buck" providing assistance via product to farmers who are contributing the labour and land at no expense to Council. This will increase the amount of planting that can get done, improve Councils emissions position and add value to rural communities paying the targeted rate.

Amendment

- Federated Farmers requests a differential set for rural rated properties that reflects the additional costs already borne on farmers to manage their climate responsibilities.
- We would like to see additional value through planting grants and riparian funding put onto the targeted rate allocation which would give benefit back to the rural ratepayers contributing to this fund.

Managing On-going Budget Pressures

9. Firstly, Federated Farmers supports Councils ambitions to keep the general rate increase to the scheduled 3.5%. However, in reality the real increase of overall rates will be higher than the cost of inflation over 6% in the proposed budget. Federated Farmers does not agree with rates increases above CPI. Council has a responsibility to create an affordable rates proposal which will allow spending and investment by the region on Councils services.
10. Inflation, petrol, contractors, and labour costs have significantly risen in the past year and Federated Farmers deems it sensible for Council to establish a means to reduce the rates increase to support rural Aucklanders who are already struggling with 2022's additional costs of living and business.

Amendment sought

- Look to increase the UAGC and a more suitable Climate targeted rate differential to ease the pressure on rural ratepayers.

Prioritising Operating Spending

11. Federated Farmers supports prioritisation of unnecessary spending which will reduce the increase in rates.

Standardising Waste Management

12. Federated Farmers is in support of waste minimisation and management that will consider our rural issues, particularly, accessibility and the differences that rural farms have compared to urban properties and their waste.
13. We support the rates-based service so long as the Opt-Out opportunity is there for rural ratepayers who cannot access these bin services and choose to manage their residential waste alongside their business waste on farm. A standardised costing system will provide equal service between urban and rural where practical for our members.
14. Reducing the fees based on bin sized is a sensible method to promote waste reduction along with the three-bin collection with food scraps separated.

Local Board Priorities

15. Federated Farmers continues to support the functions of the Local Boards in Auckland. Local boards are beneficial to council to ensure that service and community work is driven from the communities and their needs.
16. The Rodney and Franklin Local Board priorities are supported by Federated Farmers

What is important to you?

Uniform Annual General Charge (UAGC)

17. We continue to push council to continually increase the UAGC towards the 30% allowable. We request that the UAGC is increased to ensure that rates are not disproportionately borne by high value properties where every ratepayer should be fairly charged as addressed by the revenue and financing policy.
18. The basis of our view is the fact that Council services are in large part used by the people, and a per property charge at least ensures that all people make some reasonable contribution (whether through rates or rent) toward their cost.
19. It is our understanding Councils current use of the UAGC is not close to the 30% allowable and research from the Productivity Commission shows a clear trend from Councils to continue the increased use of the UAGC as a fair way of allocating rates across the district. In 2019 when research was conducted the commission saw a 17% usage of the total 30% allowed which was up significantly over the previous 10 years.

Rural Roothing

20. When Federated Farmers asks its members for points of issue/support on Councils plans, we are almost guaranteed to receive feedback around the lack of maintenance, upgrades and sealing that has not been occurring particularly throughout the Rodney area. This shows that rural roading should be a priority for council.
21. It is important for our rural communities that roading is a priority which allows us better access to public transport locations, safer road conditions for driving and roads which allow for less capable emission friendly vehicles to drive on. It is also important to ensure the roading quality is maintained on unsealed roads as climate change brings further rainfall events.

Waiheke Rural Zone

22. Federated Farmers supports the rating progress made on the 30 rural zoned properties paying urban rates. This will bring consistency with rural Auckland.

About Federated Farmers

23. Federated Farmers of New Zealand is a primary sector organisation that represents farmers, and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.
24. The Federation aims to add value to its members' businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:
 - i. Our members may operate their businesses in a fair and flexible commercial environment;
 - ii. Our members' families and their staff have access to services essential to the needs of the rural community; and

- iii. Our members adopt responsible management and environmental practices.

Ends

Federated Farmers

Shaun Hazelton and Alan Cole

- Rates are one of the biggest expenses for Farmers
- Agricultural costs are up
- Rates – We appreciate that council have kept to the 3.5% increase promised. Some rural land has had a large value increase.
- UAGC sitting at 13 – 14%. We think this should move towards 30%. Other council's average is 17%
- Many of the actions that CATR fund will not directly benefit rural Aucklanders]
- On-farm climate mitigation already happening – Planting, methane reduction
- Will Rodney etc benefit from increased canopy cover?
- Suggest – separate rural and urban rates and climate funds.
- Reassess the value being delivered to rural people. Suggest funding for riparian planting and more funding for rural local boards.
- Waste – support the three different rubbish bin sizes. Want more clarity about opt out system.
- Rural roading – level of roading service Rodney and Franklin receiving. Better rural roads are safer and could allow farmers to use lower carbon options (that can't handle hard roads. Poor roading is also susceptible to weather events and resilience issues

Cr Cashmore – sealing of roads is very expensive. Do you have ideas how you can find this funding?

A: Why aren't we able to renegotiate with WK for more funding. Council needs to do this. Landowners may want to contribute to costs due to high benefits

Cr Coom – CATR – in terms of climate change, what would the impact be on farmers? And how would reducing emissions benefit rural Aucklanders?

A: You may have misunderstood us. What we're saying is that we'd love to see some of the CATR fund given in grants to farmers to plant trees. E.G waterways protection fund offered by local board. We all need to do our part on emissions reduction, just want to see planting grants for the money rural Aucklanders pay to council for CATR.



8201



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Generation Zero Auckland

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: Please see attached submission.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Other

Tell us why: Please see attached submission.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Support

Tell us why: Please see attached submission.

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

See attachment for more info

Important privacy information

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Submission on:
Auckland Council's Annual Budget 2022/2023

Generation Zero welcomes the opportunity to comment on Auckland Council's Annual Budget and would like to express our robust support for the proposed Climate Action Targeted Rate (CATR). We are living in a climate emergency, as declared by the Auckland Council. Emergencies call for urgent, effective, smart action.

We appreciate that CATR represents *urgent* climate action in that it is designed to be quickly implemented and for its rewards to be swiftly reaped. We ask that use of the fund is front-loaded so that the most gains can be seen before 2030.

We appreciate that CATR represents *effective* climate action. With transport emissions comprising more than 40% of Auckland's emissions profile ([Goff, 2021](#)), CATR rightly focuses on tangibly making public and active transport more feasible, safe, and lower-emission in practical ways, creating many more attractive possibilities for a greater number of people. This emphasis will undoubtedly make a significant difference to emissions. In addition, increasing trees in more vulnerable areas will reduce the urban heat island effect and act as a carbon sink.

The projects that receive funding need to be implemented in coordination with mana whenua and marae so that we can honour te Tiriti o Waitangi in our climate solutions. All these changes would create an Auckland that embodies touchstones we value: a city more conducive to an increased quality of life, safety, health and wellbeing of its people and planet.

We appreciate that CATR represents *smart, cost-effective* climate action. Overall, the average cost to ratepayers (just over a dollar a week) is highly cost-effective given the \$1 billion gleaned over ten years in association with central government investment, and the climate action that could be achieved with these resources. This is an indispensable investment in our city's present and future; indeed, the future cost of doing nothing now, manifested in responding to exacerbated effects of the climate crisis, would far surpass the approximate dollar per week.

By unanimously voting the Climate Action Targeted Rate through to consultation, the Council have sent a strong signal that they want to take the climate crisis seriously. Now it's time to follow through. **Generation Zero would like to emphasise that this targeted rate represents a single step in the right direction and should not be the extent of the Council's ambition.**

All finance and budget decisions going forward must be made through a climate lens. CCOs are still investing in carbon-intensive activities - which has no place in 2022. The severity of the crisis cannot be overstated, and this must be reflected in Council's decision-making. The management of ongoing budget pressures (Consultation Question 2) must not negatively impact our commitments to climate action. Similarly, we support that the prioritisation of operating spending (Question 3) will retain climate action as a priority. We ask that the proposed service changes and management of ongoing budget pressures do not negatively impact those activities outside of the CATR that contribute to emissions reduction and climate resilience.

At the end of last year, a Council progress report on the Transport Emissions Reduction Plan and Te Tāruke ā Tāwhiri was presented to the Environment and Climate Change Committee. The message was clear - we had 100 months (now 97) until we hit 2030, and we simply aren't doing enough.

This, of course, starts with funding - but we also need to ensure that we are getting the most out of what we spend. This could mean many things. For instance, it means directing Auckland Transport to improve efficiencies in cycleway rollout. It means identifying and implementing fast fixes to connect walking and cycling networks. It means aiming for climate *justice*, whereby climate action embodies equity action; an approach in which Te Tiriti is upheld, and underserved communities are underserved no longer. And much more. That progress report called for urgent and innovative change. The targeted rate should be the first of the many changes needed - we can't fail at this very first hurdle.

Proposing rates increases will never be easy. But it's time we retire the old narrative that we either act on climate change, or address the cost of living. Directly or indirectly, New Zealanders are facing these challenges in large part to climate inaction, and any ongoing failure to act will only worsen current inequities. Expensive and unreliable public transport, unsafe roads for walking and cycling, loss of tree cover - these all reflect climate inaction and policies that push people into car dependency and less liveable urban environments. This makes the rate increase all the more important and urgent.

So, in this final year of the election cycle, Generation Zero is asking Councillors to set the bar high, send a clear message on your climate ambitions, commit to an unadulterated Climate Action Targeted Rate and follow this through with tangible action that stretches far in its ambitions. Let us act in such a way that future generations will look back at this time and know in this crucial, future-impacting window of time, *we did all that we could do*, with the time, resources and power that we have - and that we have nothing to regret.

Thank you for the opportunity to feed back on the Annual Budget.

Ngā mihi nui,

Generation Zero Tāmaki Makaurau

Generation Zero:

Joshua Bickler

- G/Zero support CATR. This investment will connect people, more native trees.
- Necessary investment for Auckland's future.
- Increases must be viewed through a climate lens. Must be reflected in councils decision making.
- Greater investment in public transport is needed.

Need more support for cycling and walkways.

<p>Stakeholder Joshua Bickler & David Robertson Generation Zero 4pm</p>	<p>Stakeholder Presentation</p> <p>Thank you to the Governing Body For supporting the Climate Action Target Rate Generation Zero applauds the Governing Body and would like all decisions going forward to have a climate lens.</p> <p>At the end of last year, the Te Tārauke-ā-Tāwhiri: Auckland’s Climate Plan was presented. To solve this, it starts with funding although we need to ensure we spend the money in a the most effective way. Proposing rate increases will never be easy. We need to act on climate change or look at the cost of living. Climate inaction results in people being forced into Car dependency. Generation Zero encourages you to commit to an unadulterated Climate Rate for Auckland.</p>
<p>Cr Richard Hills</p>	<p>Question: What is your concern if this doesn’t pass? or people don’t see this as important. What are you seeing from the community?</p>
	<p>Answer: The general feeling is dread when it comes to young people and delaying climate action. It leads to food insecurity and the fear young people may burdened with solving climate change if this council continues not to act and this is terrifying.</p>
<p>Cr Richard Hills</p>	<p>Question: As most of the money in this Targeted Rate is going toward public transport is there any other areas you think need funding or do you agree this is a good opportunity to push public transport</p>
	<p>Answer: A good opportunity for pushing public transport as the price of fuel is going up and this would make it easier to travel around the city. While great investment in public transport is</p>

	needed, we currently have rising cost fuel and inability to employ public transport for long periods. So, we suggest greater investment into active transport (walking and cycling)
Deputy Mayor Bill Cashmore	Question: What do we say other than what we have already said to people that we are trying to make the cycling and walkways more intense? What would your advice be?
	Answer: Doing as best as you can and as gently as possible. Why would we not want to look like other beautiful cities Boston, Paris, Florence. More privileged areas currently have walkways and cycleways but intensity in other areas is require making living in Auckland more equitable and it necessary. In the future this will save money for both Auckland City and its people
Cr Wayne Walker	Questions: Has your group made any assessment on the measure we are proposing to take in terms of bag for buck, are they the best measures are there other things we could be doing? You spoke about other cities, spending on heritage and liability, the way we are going we will loose our heritage? Do you think this is effective?
	Answers: This is a good start; in terms of actual costings, I would have to defer to colleagues and other groups. Although, for every km on a bike society receives about 50c. This is a good way to decarbonising Auckland. Their heritage rules are protecting density which we do not have. We do not think protecting heritage in Auckland that is perceived by some is greater than the current Climate Emergency.
Stakeholder Craig Donaldson, Aidan Bennet & Shelly Matakana Coast Trail Trust 4:30pm	Stakeholder Presentation Vision is a world class shared use commuting and recreational trail from Puhoi to Mangawhai. We fit nicely in the Climate Action Targeted Rate. Outlines trail on the slide, 24km, 13.7m to build and 5 private access easements secured. It is shovel ready. 3 key towns schools and extensive cycling network already. Estimated to be the most popular trail in New Zealand. 239, 000 cycle trips p/a. Reducing Carbon 27.3 tonnes p/a. In an Auckland grow area and a most dangerous area in Auckland. A Cycle trail will connect reginal parks and schools as we mentioned earlier.

	<p>6 Years of Community planning and business case complete. Hence this is a shovel ready project. Creates a safe cycling nursery to aid the uptake of cycling in the Auckland Region. 5550,000 Aucklanders own bikes, and we think this trend will grow. This is a private and public investment it has been going on for a few years and we think that this is appropriate. We ask that stage one be included in the budget for the targeted rate.</p>
Cr Chris Darby	<p>Question: Is the 2 million dollars on the back of this plan or has this been committed by Auckland Council?</p>
	<p>Answer: This is the money that has been generated and donated to this project already. Funds have been raised over the last 6 years and spent. Many private investors are already involved and the trust are here to reach out for more funding. It will be a commuter trail as well as a general travel trail. This part of the trail is particularly apt for this rate as it is in a developing area.</p>
Cr Greg Sayers	<p>Question: Clarify for some of the councillors about how the Matakana Trail Trust and the National Te Araroa Trail differ?</p>
	<p>Answer: There will be places where they meet. The differences are the Te Araroa trail is a walking trail. There will be some shared paths. Te Araroa is in some part a grass trail or on the road. Our path will include a more significant part of work.</p>
Cr Pippa Coom	<p>Question: Hugely excited about all the co benefits of this and for Auckland overall. Comparison to the lake dunsten trail. Did you look at these numbers? And did this make you revise your business case?</p>
	<p>Answer: There is just a modal shift to more people. Looking at places like Clive in Hawkes Bay the business enjoy the connection and commuters and tourists enjoy these areas. Aucklanders go to Waiheke and Matakana having this there will be great. I think there is a difference between us and lake dunsten because it will be a commuter trail. The landscape will be a great plus to the Region.</p>
<p>Stakeholder Anna Radford & Yo Heta Lensen Honor the Maunga 4:45pm</p>	<p>Stakeholder Presentation</p> <p>Advocating against trees being felled on Mt Albert. What we say applies to Tupuna Maunga Authorities Integrated Management Plan. Will delve in to 3 areas in our speech ...</p> <p>Tupuna Maunga Authorities are undermining not supporting koreo. This will create new roles for Māori. The framework provides space for sustainability and whanaungatanga that said many urban Māori have not had the chance to be</p>

	<p>kaitiaki. There is a need for Māori to understand. A forum is necessary for co-governance and sustainability. We think that Tupuna Maunga Authority is to depreciate the Maunga. We ask a budget include funds to create conversations to connect Māori, honour the Maunga and Tupuna Maunga Authority.</p> <p>The TMA's impacts of taking away trees. But most of the planting are low lying and have already died which is not a good spending of rate payer money. Removal of trees will decrease insect and bug species. Planting is not intended to be where the exotic trees are. We hope that you take this into account when voting.</p> <p>We question why the budget is 2m more. Information obtained by LGOIMA says it will take 1.1 million for tree felling. 2 thousand dollars for helicopters and staff to remove one tree this is the amount of Rates those in Mt Albert pay over several years. Auckland Council acted unlawfully. We would like the judicial cost Auckland Council paid to be more transparent.</p>
Cr Wayne Walker	<p>Question: Do you think given the concern around the removal that the budget for removal should be shown separately for planting?</p>
	<p>Answer: Yes, absolutely</p>
Cr Wayne Walker	<p>Question: This is currently shown as a capital operation not an operation item would you agree it should be an operational item?</p>
	<p>Answer: Yes</p>
Cr Wayne Walker	<p>Missed One Question and Answer</p>
Cr Wayne Walker	<p>Question: Given the likely very significant cost of the failed legal case on Councils part, should this information be shown in their account, so we have some transparency on this?</p>
	<p>Answer: Yes, transparency would be useful. Full transparency.</p>
Cr Greg Sayers	<p>Question: Budget around communications, normally this would come through the TMA for us to consider. How do you see that this gets brought up and discussed with Council?</p>
	<p>Answer: My only thought is that korero needs to occur and budge for this needs to be put aside. There has never been the opportunity for the community to have a two-way conversation with the TMA, usually these are very one way. A wananga or two-way conversation</p>

	would be timely. I am unsure how Auckland Council process would prefer this to happen but open to conversations.
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8645



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Te Reo Tuatahi

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Te Reo Tuatahi is an organisation that for the past 8 years has provided good quality te reo māori programmes in our mainstream primary and intermediate schools. Initially we were mainly based on the North Shore but over the years have branched out into the wider Auckland region. We are not government funded so we have had to overcome some real challenges to get where we are today. COMET Auckland has been hugely instrumental in our success. COMET have always been very supportive and proactive in doing whatever they could to assist us in our efforts. This has ranged from representatives attending our Trust meetings as observers; offering guidance and advice based on their knowledge of the current sector, assisting with proposals for local funding, the CE Susan Warren has even attended our annual meetings as a guest speaker in the past. COMET Auckland nominated Te Reo Tuatahi for the Te Taura Whiri (Auraki Mātauranga Award sponsored by the Ministry of Education) in 2016 of which we were the successful recipient.

We have no hesitation in supporting COMET Auckland's request for increased funding, and for their funding to be inflation-adjusted from here on. In order to help more tamariki and rangatahi in Tāmaki Makaurau to reach their full potential through education.

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8667



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Sport Auckland

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
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- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: We support increasing transport choices for Aucklanders and for increasing provision for walking and cycling options. We believe that while these initiatives are primarily geared at reducing our carbon emissions these initiatives connect with our vision to inspire Aucklanders to live healthy and active lifestyles. By leveraging off the climate action targeted rate these initiatives will contribute to peoples increased physical activity and personal wellness.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023

- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: While we acknowledge the huge pressures that Covid-19 and inflation has created on the Auckland Council's budget it would be remiss of us if we were not to strongly support the sport and recreation sector in Auckland. Sport Auckland sincerely appreciates the significant and irreplaceable role Auckland Council plays in our sector. By far Auckland Council is the biggest provider of grounds and facilities for Aucklanders to be able to participate in play, sport and active recreation. To that end, we believe the sale of non-strategic assets needs to be carefully considered particularly if any such sale has an unintended consequence for the sport and recreation sector. Community facilities are the focal point for play, sport, active recreation and wellness programmes. It is in these facilities that people can stay active, connected and have a sense of belonging. Not all our community can afford membership to corporate/private events and gyms to stay active and healthy. There is a social obligation on decision makers and funders to ensure that all Aucklanders have an equal opportunity to choose healthy and active lifestyles. As decision makers we should all be looking for solutions that will reduce barriers to participation. Likewise deferring capital expenditure on sport and recreation facilities may also have unintended consequences. The delay of investment will only increase costs further down the line at a time when Auckland is already stretched with ageing facilities and a growing demand for new regional facilities in the sport and recreation sector. We would recommend that open spaces and community facilities be retained and maintained as best as possible for the near future and that Auckland Council continues its capital investment with the Sport and Recreation Facility Investments Fund, the Regional Sport and Recreation Grants Programme, the Sportsfield Development Capacity Fund and with some provision from the Governments Better Off Support package targeted for the sector.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why: Sport Auckland believes that the sport and recreation sector is a priority spend in the operating budget for several reasons: -

- a. The value of continual investment in sport and recreation cannot be underestimated as it leads to healthy active lifestyles, mental wellness, a sense of belonging and contributes significant revenue to the Auckland economy while simultaneously significant savings in healthcare costs.
- b. There needs to be continual operating investment in the facilities the sector has, as there is currently a significant shortfall of indoor/outdoor courts and turfs in Auckland to meet participant demand.
- c. Due to the severe impact of COVID-19 on the survival of our community sports clubs there needs to be investment to alleviate the extensive suffering from the lockdowns in Auckland with drop-off in revenue and membership numbers while fixed costs and overheads remain.

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

Albert-Eden Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Other

Tell us why: Sport Auckland supports the priority "We will ensure our parks and open spaces provide opportunities for active and passive leisure and recreational activities and meet the changing needs of communities adapting to housing intensification

Howick Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? |

support most priorities

Tell us why: Sport Auckland supports the following priorities

- Greater focus on renewal and maintenance of assets
- Investigate more community-led delivery of activities
- Investigate options for mountain biking in the local board area
- Investigate options for the skatepark and other wheeled play at LEP

Maungakiekie-Tāmaki Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Tell us why: Auckland supports: -

- Supporting social enterprise and innovation projects that have a positive social or environmental impact.
- Empowering our communities by continuing to build on our strategic partnerships activity by focusing on increasing collaboration between our community groups.

Ōrākei Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? Other

Tell us why: Sport Auckland supports:

- Continue to develop and enhance our parks and sportsfields, concentrating on Colin Maiden and Churchill Parks, Tahuna Torea, Waiatarua wetland and Crossfield reserves.
- Continue to advocate for connections to the Glen Innes to Tamaki Drive Shared Path.

Continue to fund local events and work with BIDs and business associations to support COVID recovery.

Puketāpapa Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Other

Tell us why: Sport Auckland supports:

- Enabling people to come together and use their voices to influence local decision-making.
- Supporting our communities to recover from the impacts of COVID-19, including community emergency resilience initiatives, as well as partnerships and programmes that support local businesses and social enterprise.
- Promoting social inclusion at a neighbourhood level by building partnerships and supporting initiatives like Neighbours Day, library outreach and EcoNeighbourhoods.
- Continuing to improve our facilities to create a Puketāpapa to be proud of, including upgrades to Lynfield Recreation Centre and Cameron Pools, and improving access to public drinking water.

Waiheke Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Tell us why: Sport Auckland supports:

- Continuing delivery of the Tawaipareira Reserve Concept Plan, including a new playground, learn to ride and pump track.
- Progressing prioritised actions within the Rangihoua / Onetangi Sports Park Management Plan.

Waitematā Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Other

Tell us why: Sport Auckland supports:

- Addressing climate change and protect our natural environment. Initiatives include: walking, cycling and placemaking projects
- Local parks – improve and activate: the results from the diversity review of our parks will influence our planning; deliver improvements to Heard Park, Point Erin Park and support community gardens.

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Local board decision-making over local community services

We note the proposed change of decision-making allocation to Local

We note the proposed change of decision-making allocation to Local Boards for new local recreation and sports facilities and their location design, build and fit out and the number of new local parks and their specific location. While Sport Auckland acknowledges the significant role Local Boards play in this area, we would like to caution that such a change could have unintended consequences when it comes to funding from third parties for new builds. Often third parties will decline funding applications if they are perceived as being “locally focused” as opposed to “regionally focused.” As the sport and recreation sector knows too well, in Auckland we require more investment in capital infrastructure/facilities.

This investment, wherever the locality in Auckland, should be presented to third party funders as “regional projects”. A case where we should be “Aucklanders coming together” in a regional sense as opposed to a local sense.

We would recommend the status quo and feel the Governing Body is better positioned with the regional oversight, in consultation with the relevant local board(s). We suggest this is a true scenario of “think local, act regional.”

In conclusion, Sport Auckland sincerely appreciates the opportunity to have made this submission on the Auckland Council’s Annual Budget 2022-23. We look forward to continuing working closely with Auckland Council and our Local Boards as we strive to inspire our communities to live healthy active lifestyles and to make Auckland Council the most active city in the world.

Important privacy information

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8673



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Ngāti Whātua Ōrākei Trust

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: Ngāti Whātua Ōrākei fully supports the declaration of climate emergency made by Auckland Council in 2019, and is encouraged to see follow through in a number of initiatives which set a high level of ambition (often leading that apparent at a national government level). These include the Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) and the emerging Transport Emissions Reduction Plan.

We are also developing our own climate response, acknowledging at the outset our unique position as tangata whenua of Aotearoa's largest urban area. Our climate response, as with all that we do, needs to be grounded in our mātaḥono - the values that help ground us to tikanga Māori.

Climate change is more than just science – it has long been recognised that climate issues and responses arise from, and operate in, our, cultural, environmental, and political structures. There are also serious matters of equity - historically marginalised communities, including indigenous communities, often face the worst consequences of climate change: in effect the least responsible for climate change suffer its gravest consequences. Climate justice encompasses the need to acknowledge the systemic changes and approaches required to realise social, cultural, environmental, and political justice. Given the current and projected climate change crisis, Ngāti Whātua Ōrākei considers it essential to address all dimensions of climate justice to achieve meaningful impact and progress.

In this context, we support the proposal for the Climate Action Targeted Rate. This reflects the gravity of the issue, and the duty of all citizens to contribute to solutions. We note that a targeted rate is hypothecated and therefore secured for its intended purpose. The Climate Action Targeted Rate is to be directed to:

- public transport – including improving frequency & coverage of bus services in all Auckland wards and the addition of 79 low-emission buses and 6-7 low-emissions ferries
- active transport network – including completion of key links in the separated cycling network and up to 35km of walking network improvements
- urban ngahere (forest) planting – including 14,800 native trees planted in areas of heat vulnerability/lowest canopy cover, and 4000+ trees and plants for tiny forests, food forests, māra kai (food gardens) and bush remnants

We consider the proposals to be essentially sound and in line with our own direction. We would, however, like to highlight a few considerations / caveats in line with our climate justice lens:

1. Public transport patronage has suffered a steep decline in the context of covid. Services would benefit from some more detailed analysis to make sure supply and demand are synchronised (put simply, additional capacity expenditure should be carefully phased to avoid environmental and economic impacts of running empty or low occupancy services). This may include (for example) running smaller vehicles where appropriate and consideration of demand responsive transport¹
2. For the same reasons, we recommend that most transport expenditure from the Climate Action Targeted Rate should be directed in the towards cycling and walking infrastructure in short term (while PT patronage rates remain subdued).
3. Care is required when transitioning to EV / hydrogen buses to ensure that whole life-cycle impacts are considered and that this does not simply end up being a case of shifting emissions off AT books. This means taking account of embedded carbon in both existing and replacement vehicles to ensure that the overall carbon footprint is in fact reduced.
4. We support the proposed action on urban ngahere (forest) planting, but Council also needs to ensure conservation of existing trees/canopy - there is a trend at present for mature trees to be lost to development, whilst new ones are planted². The scope Targeted Rate could also be usefully expanded to cover wider biodiversity protection and enhancement measures, such as the protection of established/existing ecosystems (ngahere, repo (swamps), mangroves and biodiversity in Tāmaki (for example, Te Wao Nui a Tiriwa (Waitakere) and Kohimarama bush).

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? Other

Tell us why: We agree with the proposals for standardisation of waste and recycling services and in particular with the roll-out of the organic waste collection (although again, it would be good to see a whole-system life cycle analysis to demonstrate the true greenhouse gas emissions benefit). Ngāti Whātua Ōrākei has for long advocated zero-waste policy, and any moves to further the required shift to circular resource management systems is welcome.

However, we do think that Auckland Council needs to take a more direct hand in addressing sustainable waste management strategy for Tāmaki as a whole, not just domestic (household) waste. Whilst Council's direct waste management (operational) role is limited to domestic arisings, it does also have a crucial role in regulation of land use and waste management facilities. What is missing at present is a strategic framework in which to consider consenting of waste management and resource recovery facilities.

In this light we recommend that the Auckland Waste Management and Minimisation Plan 2018 should be reviewed with a view to greater ambition and to address a wider range of waste streams. This review should be undertaken with key stakeholders covering all waste streams to develop an integrated strategy. This strategy should provide the framework for planning and consenting of appropriate infrastructure.

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

TMA - See attachment for more info

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28 March 2021

Auckland Council
Annual Budget 2022/2023 Consultation
Tāmaki Makaurau

Via email: akhaveyoursay@aucklandcouncil.govt.nz

Tēnā koutou

RE: ANNUAL BUDGET 2022/2023 CONSULTATION

Ngāti Whātua Ōrākei thanks te Kaunihera o Tāmaki Makaurau for this opportunity to comment on the Annual Budget proposals for 2022/2023.

We are generally comfortable with the proposals, which are generally in line with the 10 year budget 2021-31 with appropriate adjustments to reflect the current realities of covid and systematic economic pressures.

We therefore do not wish to comment in detail on the budget as a whole, but instead to address the two new elements;

- The climate action targeted rate
- Waste service standardisation / waste targeted rate

Climate Action Targeted Rate:

Ngāti Whātua Ōrākei fully supports the declaration of climate emergency made by Auckland Council in 2019, and is encouraged to see follow through in a number of initiatives which set a high level of ambition (often leading that apparent at a national government level). These include the Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) and the emerging Transport Emissions Reduction Plan.

We are also developing our own climate response, acknowledging at the outset our unique position as tangata whenua of Aotearoa's largest urban area. Our climate response, as with all that we do, needs to be grounded in our mātāpono - the values that help ground us to tikanga Māori.

Climate change is more than just science – it has long been recognised that climate issues and responses arise from, and operate in, our, cultural, environmental, and political structures. There are also serious matters of equity - historically marginalised communities, including indigenous communities, often face the worst consequences of climate change: in effect the least responsible for climate change suffer its gravest consequences. *Climate justice* encompasses the need to acknowledge the systemic changes and approaches required to realise social, cultural, environmental, and political justice. Given the current and projected climate change crisis, Ngāti Whātua Ōrākei considers it essential to address all dimensions of climate justice to achieve meaningful impact and progress.

In this context, we support the proposal for the Climate Action Targeted Rate. This reflects the gravity of the issue, and the duty of all citizens to contribute to solutions. We note that a targeted rate is hypothecated and therefore secured for its intended purpose.

The Climate Action Targeted Rate is to be directed to:

- public transport – including improving frequency & coverage of bus services in all Auckland wards and the addition of 79 low-emission buses and 6-7 low-emissions ferries
- active transport network – including completion of key links in the separated cycling network and up to 35km of walking network improvements
- urban ngahere (forest) planting – including 14,800 native trees planted in areas of heat vulnerability/lowest canopy cover, and 4000+ trees and plants for tiny forests, food forests, māra kai (food gardens) and bush remnants

We consider the proposals to be essentially sound and in line with our own direction. We would, however, like to highlight a few considerations / caveats in line with our climate justice lens:

1. Public transport patronage has suffered a steep decline in the context of covid. Services would benefit from some more detailed analysis to make sure supply and demand are synchronised (put simply, additional capacity expenditure should be carefully phased to avoid environmental and economic impacts of running empty or low occupancy services). This may include (for example) running smaller vehicles where appropriate and consideration of demand responsive transport¹
2. For the same reasons, we recommend that most transport expenditure from the Climate Action Targeted Rate should be directed in the towards cycling and walking infrastructure in short term (while PT patronage rates remain subdued).
3. Care is required when transitioning to EV / hydrogen buses to ensure that whole life-cycle impacts are considered and that this does not simply end up being a case of shifting emissions off AT books. This means taking account of embedded carbon in both existing and replacement vehicles to ensure that the overall carbon footprint is in fact reduced.
4. We support the proposed action on urban ngahere (forest) planting, but Council also needs to ensure conservation of existing trees/canopy - there is a trend at present for mature trees to be lost to development, whilst new ones are planted². The scope Targeted Rate could also be usefully expanded to cover wider biodiversity protection and enhancement measures, such as the protection of established/existing ecosystems (ngahere, repo (swamps), mangroves and biodiversity in Tāmaki (for example, Te Wao Nui a Tiriwa (Waitakere) and Kohimarama bush).

Waste Targeted Rate:

We agree with the proposals for standardisation of waste and recycling services and in particular with the roll-out of the organic waste collection (although again, it would be good to see a whole-system life cycle analysis to demonstrate the true greenhouse gas emissions benefit). Ngāti Whātua Ōrākei has for long advocated zero-waste policy, and any moves to further the required shift to circular resource management systems is welcome.

However, we do think that Auckland Council needs to take a more direct hand in addressing sustainable waste management

¹ See, for example, <https://transport.cambridgeshirepeterborough-ca.gov.uk/buses/demand-responsive-travel/>

² See *Auckland's Urban Forest Canopy Cover: State and Change (2013-2016/2018)* - Between 2013 and 2016 there has been a net gain in canopy cover of 0.1% (which is around 60 hectares), however, in the same period there was still a loss of 261 hectares of canopy, the majority of which was our large trees. By 2016 only 17% of trees in Auckland were higher than 10m and only 6% were 20m high. No more than 1% of any Local Board area studied had trees higher than 30m. The proportion of small trees (less than 10m high) has increased by 11% since 2013 to comprise 75% of the urban forest canopy. We do not know how many young plants are needed to offset the ecological benefits provided by mature natives and the cultural impacts of these losses are not properly taken into account.

strategy for Tāmaki as a whole, not just domestic (household) waste. Whilst Council’s direct waste management (operational) role is limited to domestic arisings, it does also have a crucial role in regulation of land use and waste management facilities. What is missing at present is a strategic framework in which to consider consenting of waste management and resource recovery facilities.

In this light we recommend that the Auckland Waste Management and Minimisation Plan 2018 should be reviewed with a view to greater ambition and to address a wider range of waste streams. This review should be undertaken with key stakeholders covering all waste streams to develop an integrated strategy. This strategy should provide the framework for planning and consenting of appropriate infrastructure.

We trust that the above commentary is of assistance to Council, and will be happy to expand on any of the matters raised.

(Please note that we will submit separately on the Rating of Whenua Māori policy and Tūpuna Maunga Authority draft Operational Plan.)

Nāku noa, nā



Andrew Brown
Pou Atawhai
For Ngāti Whātua Ōrākei Trust

28 March 2021

Auckland Council
and
Tūpuna Maunga Authority

Tāmaki Makaurau

Via email: akhaveyoursay@aucklandcouncil.govt.nz, cc MaungaAuthority@aklc.govt.nz

Tēnā koutou

RE: DRAFT TŪPUNA MAUNGA OPERATIONAL PLAN 2022/2023 CONSULTATION

Ngāti Whātua Ōrākei thanks the Tūpuna Maunga Authority and te Kaunihera o Tāmaki Makaurau for this opportunity to comment on the draft Tūpuna Maunga Operational Plan 2022/2023.

Ngāti Whātua Ōrākei has ancestral relationships with all the maunga under stewardship of the Tūpuna Maunga Authority and we are the tangata whenua of Maungakiekie, Maungawhau, Ōwairaka, Ōhinerau, Puketāpapa, Rarotonga, Tītikopuke and Te Tātua o Riukiuta, through take tūpuna, take raupatu, tuku whenua and ahi kā.

Accordingly, Ngāti Whātua Ōrākei expects direct engagement under its own mana motuhake with respect to our maunga in respect to the strategic and operational management of those maunga.

In terms of the draft Operational Plan, we are generally comfortable with the proposals in so far as they go, but would like to highlight some matters which are currently missing and that we would like to see reflected in Operational Plans for 2022/2023 and beyond, as well as in the Tūpuna Maunga Authority Integrated Management Plan and Strategies, specifically:

1. Ngāti Whātua Ōrākei is generally in favour of transitioning ecosystems to native planting and associated removal of exotic species. However, we do not support the Tūpuna Maunga Authority plans to clear-fell all exotic trees on our maunga and would like the Tūpuna Maunga Authority to review their landscape plans to transition to natives over time. Exotic should be prioritised for removal if they are noxious weeds, threaten the physical integrity of archaeological sites or are a health and safety risk. Otherwise the transition to natives should be phased over time.
2. Ngāti Whātua Ōrākei is concerned with the approach of the Tūpuna Maunga Authority to not approve liquor licences to sports clubs and other venues that operate on certain maunga. This approach is neither practical nor desirable in order for community sports to provide or operate viable commercial venues to help fund their activities. Our understanding is that here is a blanket no alcohol policy due to a similar (blanket) definition that the (tihi and/or entire) maunga are 'wāhi tapu'. We challenge this reasoning - our tūpuna *lived* on the maunga, so there are living spaces where entertainment and play also took place.
3. Ngāti Whātua Ōrākei has well developed operational capacity in ecological services and 25 years of experience in parks and events management. This includes planting and landscape design as well as plant supply and grounds maintenance. We would like the Tūpuna Maunga Authority to work more collaboratively with Ngāti Whātua Ōrākei to ensure the plans and practices are better aligned and informed and our iwi and whānau businesses are being contracted on the maunga we are tangata whenua for .
4. Ngāti Whātua Ōrākei wishes to see recognition and use of tūturu historic narratives, shared with the local community and visitors to the maunga, which reflect the nuances of relationships and historical connections of

particular iwi with particular maunga. The kōrero currently used by Tūpuna Maunga Authority is generic and fails to recognise the true nature of historic and ancestral relationships to each of the maunga. In this regard, we request that the Tūpuna Maunga Authority consult directly with the relevant tribal historians to gather the tūturu history and kōrero of each of the maunga.

We trust that the above matters will be addressed by the Tūpuna Maunga Authority and will be happy to expand on any of the issues we have raised.

Nāku noa, nā



Andrew Brown
Pou Atawhai
For Ngāti Whātua Ōrākei Trust



8679



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Business Association Collective

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Do not support

Tell us why: We are opposed, in principle, to the Council's proposal to introduce a substantial new targeted rate of 2.3% through an Annual Plan. This was not signalled through the Long Term Plan 2021/2031 and represents an unfair and destabilising approach to rates, especially at a time when businesses are facing tremendous uncertainty from the ongoing pandemic, world events and inflation.

While we agree with the need to take climate action, in our view this must involve decisions by the Council to reduce, stop or reprioritise services, not simply add more.

If further funding is absolutely necessary, we ask that funding mechanisms be employed that incentivise climate action and more appropriately spread the cost (eg such as a UAGC).

Turning to the proposal for the Climate Action Targeted Rate (CATR), we do not accept that a business differential (even at 25.8%) should be applied to this targeted rate if introduced. We accept that business should contribute its share for climate action, but not through a differentiated targeted rate.

Further, with an existing and increasing number of sustainably designed and constructed commercial buildings, we disagree there is always a relationship between high property values and higher generation of greenhouse emissions. As a consequence, and also as a means of incentivising the action in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan to accelerate the uptake and sustainable design and construction of buildings, we ask that Council provide for remissions of any climate action funding requirements for these kinds of buildings.

Finally, as the majority of businesses across the Auckland Region are small to medium sized, we welcome initiatives that support business to take climate action. Business education concerning sustainability and climate action is particularly important to raise awareness and drive change.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Other

Tell us why: Our overall feedback is that while we support the general direction taken in the Long Term Plan 2021/2031 for an investment of \$31.8 billion over the next 10 years, we ask that this investment be further prioritised and any non-priority investments or services be deferred or cancelled.

We remain concerned about the compounding effect on businesses of an increase of 3.5% in general rates, an increase of 7% in Watercare's wastewater tariffs and the proposed additional Climate Action Targeted Rate of 2.3%.

To reduce these impacts, we believe Council should first:

- keep rates and charges increases to a minimum (eg not introduce the CATR); and
- make deeper cost savings and further prioritise services (including the services of CCOs); and then
- prioritise capital investment and defer or cancel non-priority investments;
- sell more surplus property; and
- make additional use of borrowings (within financial prudence policy settings)

On the proposal for a set of criteria for supporting decisions to reduce, stop or change some services, we agree with that proposal and ask it be applied urgently. In our view, any current services that don't align to key priorities, don't deliver value or can be provided just as well by others should be cancelled or reduced in scope immediately. We also suggest criteria asking whether an activity needs be done right now or can be deferred. If it does need to be done right now, then do it once and do it right.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Other

Tell us why: Our overall feedback is that while we support the general direction taken in the Long Term Plan 2021/2031 for an investment of \$31.8 billion over the next 10 years, we ask that this investment be further prioritised and any non-priority investments or services be deferred or cancelled.

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4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why: We share concerns about the high rates of waste generated per person in Auckland and agree that the Council can play a role in influencing waste reduction. We also support the goals of the Auckland Waste Management and Minimisation Plan 2018, including to minimise kerbside household waste.

We support the proposal to allow certain business properties to opt-out of Council's waste management services and charges from 1 July 2023, because the council's kerbside service is more suitable for domestic waste than dealing with the wide range and nature of business waste. We agree that charging for a service that the council cannot deliver is inequitable and that the case for maximising council's ability to influence waste behaviour is also irrelevant when the service required cannot be delivered by the council, such as to certain business properties.

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

We have serious concerns expressed from our local business members that COVID-19 is having a significant ongoing impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production and human resourcing. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and events organisers, the ongoing disruptions have been devastating. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire. We have also noticed a decline in the security of our town centres, likely due in part to COVID-19 measures by central government to address homelessness and reallocate police resources.

With very little direction from government, the vast majority of landlords have decided to share in some of their tenant's financial stress with proportional rent relief throughout the duration of the pandemic, but particularly during lockdowns and the most recent Omicron outbreak. However, there has been no support from banking institutions and little from Auckland Council or Government to support these measures.

While we do acknowledge there have been initiatives from Auckland Council, such as the dropping of fees on outdoor dining licences and the offer of rates postponements, we ask for more focus in the Annual Budget 2022/2023 on measures Council can take to assist businesses. This might include, for example, extending the rates postponement policy and extending 'no fees' on outdoor dining licences to other hospitality-related licences (such as food safety licences). We also ask for an overall review of the 'cost recovery' model used to fund many Council services in light of the ongoing impacts from the pandemic.

5) Rating Policy Proposals

Our overall feedback is that what businesses need most from Council is a fair, transparent and stable approach to rates. As we said above, we are concerned about the un-signalled and compounding effect on businesses of increases in rates and charges.

Business differential

While we appreciate that the business differential is being reduced to 25.8% by 2037/2038, fundamentally, we do not accept that a business differential should be applied to rates especially for reasons that "businesses are better able to manage additional costs than residential properties" or because "businesses can claim back GST and expense rates against tax." These reasons do not justify the business differential, particularly for small businesses who make up most businesses in Auckland.

Accommodation Provider Targeted Rate

As the border reopens, we strongly believe it is critical that Council fund 'Brand Auckland' visitor attraction and events to support local businesses recover from the COVID-19 crisis. Having no funding for this in the Annual Plan 2022/2023 is very shortsighted.

We also disagree with the position that a link must be made between the funding of visitor attraction/events and a specific funding mechanism (such as the Accommodation Provider Targeted Rate ('APTR')). We believe a more secure and sustainable source of funding needs to be found, though we do agree with the introduction of a levy at the border on international visitors.

Watercare's increase in charges

To support an increase in capital investment, Watercare's board of directors resolved to increase water and wastewater tariffs by 7 per cent. This follows an increase of 7% for the current financial year. We are concerned about these substantial increases in water charges from Watercare and question whether they are a priority or reasonable.

(6) Regional Fuel Tax underspend

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in the 'Congestion Question' project that has been examining the potential to apply congestion charging in Auckland is progressing.

In the interim, while we have previously supported a regional fuel tax, we are very concerned about the ongoing underspend of the Regional Fuel Tax and in light of recent world events, we ask that Council advocate to central government for the regional fuel tax to be suspended.

(7) Vacant Land

We note that in preparation for the Recovery Budget, the Council asked for advice on the mechanisms to address vacant land to encourage development and we asked for consideration to be given of mechanisms to address vacant tenancies in high street retail areas. As the border reopens, we again ask for this to be considered (such as use of vacant window treatments and activations).

Conclusions

As we enter another very uncertain year, especially for small and medium sized businesses, we ask the Council to consider carefully their needs in its approach to the Annual Budget 2022/2023 and provide more focus on growing the economy and supporting local businesses. See attachment for more info

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**BUSINESS ASSOCIATION COLLECTIVE
SUBMISSION TO AUCKLAND COUNCIL ANNUAL BUDGET 2022/2023**

28th March 2022

Introduction

We are a collective of Business Improvement Districts (BIDs) across Auckland who have come together to provide feedback on the Auckland Council Annual Budget 2022/2023.

There are currently 50 BIDs in Auckland, representing over 25,000 businesses with a combined capital value estimated at \$24 billion. Through the BID programme, Auckland's BIDs work with the Auckland Council to improve the local business environment and grow the regional economy.

We are working on written feedback that each BID will be looking to provide to the Annual Budget 2022/2023 along with any comments on our respective local board initiatives.

This Submission and our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Climate Action Targeted Rate
- (3) Budget Pressures and Service Prioritisation
- (4) Waste Service Standardisation
- (5) Rating Policy Proposals
- (6) Regional Fuel Tax underspend
- (7) Vacant Land

(1) Ongoing concerns regarding the impact of the COVID-19

We have serious concerns expressed from our local business members that COVID-19 is having a significant ongoing impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production and human resourcing. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and events organisers, the ongoing disruptions have been devastating. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire. We have also noticed a decline in the security of our town centres, likely due in part to COVID-19 measures by central government to address homelessness and reallocate police resources.

With very little direction from government, the vast majority of landlords have decided to share in some of their tenant's financial stress with proportional rent relief throughout the duration of the pandemic, but particularly during lockdowns and the most recent Omicron outbreak. However,

there has been no support from banking institutions and little from Auckland Council or Government to support these measures.

While we do acknowledge there have been initiatives from Auckland Council, such as the dropping of fees on outdoor dining licences and the offer of rates postponements, we ask for more focus in the Annual Budget 2022/2023 on measures Council can take to assist businesses. This might include, for example, extending the rates postponement policy and extending 'no fees' on outdoor dining licences to other hospitality-related licences (such as food safety licences). We also ask for an overall review of the 'cost recovery' model used to fund many Council services in light of the ongoing impacts from the pandemic.

(2) Climate Action Targeted Rate

We are opposed, in principle, to the Council's proposal to introduce a substantial new targeted rate of 2.3% through an Annual Plan. This was not signalled through the Long Term Plan 2021/2031 and represents an unfair and destabilising approach to rates, especially at a time when businesses are facing tremendous uncertainty from the ongoing pandemic, world events and inflation.

While we agree with the need to take climate action, in our view this must involve decisions by the Council to reduce, stop or reprioritise services, not simply add more.

If further funding is absolutely necessary, we ask that funding mechanisms be employed that incentivise climate action and more appropriately spread the cost (eg such as a UAGC).

Turning to the proposal for the Climate Action Targeted Rate (CATR), we do not accept that a business differential (even at 25.8%) should be applied to this targeted rate if introduced. We accept that business should contribute its share for climate action, but not through a differentiated targeted rate.

Further, with an existing and increasing number of sustainably designed and constructed commercial buildings, we disagree there is always a relationship between high property values and higher generation of greenhouse emissions. As a consequence, and also as a means of incentivising the action in *Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan* to accelerate the uptake and sustainable design and construction of buildings, we ask that Council provide for remissions of any climate action funding requirements for these kinds of buildings.

Finally, as the majority of businesses across the Auckland Region are small to medium sized, we welcome initiatives that support business to take climate action. Business education concerning sustainability and climate action is particularly important to raise awareness and drive change.

(3) Budget Pressures and Service Prioritisation

Our overall feedback is that while we support the general direction taken in the Long Term Plan 2021/2031 for an investment of \$31.8 billion over the next 10 years, we ask that this investment be further prioritised and any non-priority investments or services be deferred or cancelled.

We remain concerned about the compounding effect on businesses of an increase of 3.5% in general rates, an increase of 7% in Watercare's wastewater tariffs and the proposed additional Climate Action Targeted Rate of 2.3%.

To reduce these impacts, we believe Council should first:

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On the proposal for a set of criteria for supporting decisions to reduce, stop or change some services, we agree with that proposal and ask it be applied urgently. In our view, any current services that don't align to key priorities, don't deliver value or can be provided just as well by others should be cancelled or reduced in scope immediately. We also suggest criteria asking whether an activity needs to be done right now or can be deferred. If it does need to be done right now, then do it once and do it right.

(4) Waste Service Standardisation

We share concerns about the high rates of waste generated per person in Auckland and agree that the Council can play a role in influencing waste reduction. We also support the goals of the Auckland Waste Management and Minimisation Plan 2018, including to minimise kerbside household waste.

We support the proposal to allow certain business properties to opt-out of Council's waste management services and charges from 1 July 2023, because the council's kerbside service is more suitable for domestic waste than dealing with the wide range and nature of business waste. We agree that charging for a service that the council cannot deliver is inequitable and that the case for maximising council's ability to influence waste behaviour is also irrelevant when the service required cannot be delivered by the council, such as to certain business properties.

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As the border reopens, we strongly believe it is critical that Council fund 'Brand Auckland' visitor attraction and events to support local businesses recover from the COVID-19 crisis. Having no funding for this in the Annual Plan 2022/2023 is very shortsighted.

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(6) Regional Fuel Tax underspend

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in

order to effect sustainable behavioural change. We understand, for example, that technical work on the 'Congestion Question' project that has been examining the potential to apply congestion charging in Auckland is progressing.

In the interim, while we have previously supported a regional fuel tax, we are very concerned about the ongoing underspend of the Regional Fuel Tax and in light of recent world events, we ask that Council advocate to central government for the regional fuel tax to be suspended.

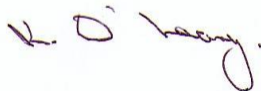
(7) Vacant Land

We note that in preparation for the Recovery Budget, the Council asked for advice on the mechanisms to address vacant land to encourage development and we asked for consideration to be given of mechanisms to address vacant tenancies in high street retail areas. As the border reopens, we again ask for this to be considered (such as use of vacant window treatments and activations).

Conclusions

As we enter another very uncertain year, especially for small and medium sized businesses, we ask the Council to consider carefully their needs in its approach to the Annual Budget 2022/2023 and provide more focus on growing the economy and supporting local businesses.

Yours sincerely,



Kevin O'Leary
General Manager
Business North Harbour

On behalf of:

Business North Harbour
Greater East Tamaki Business Association
Heart Of The City Business Association
Newmarket Business Association
Parnell Business Association
Takapuna Beach Business Association



8680



Annual budget 2022/2023

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable): New Zealand Youth Mentoring Network

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

NZYMN (New Zealand Youth Mentoring Network) write this letter in support of the budget submission presented by COMET Auckland.

We understand that COMET's submission asks for their grant to be inflation- adjusted and to provide for two new employees.

NZYMN is a network that supports organisations that offer mentoring services for young people in Tāmaki Makaurau and throughout Aotearoa. We provide training and resources for mentors and their organisations.

NZYMN has hugely benefitted from the data and knowledge COMET has accumulated in their significant programmes that fall outside the education activities that schools can provide. Their recent campaigns for literacy and language development, Science in the community and post-secondary school transition to employment have been important to us as we work supporting young people in Tāmaki Makaurau through literacy mentoring in schools and employment mentoring for young people taking up their first jobs. We strongly urge you to protect COMET as a unique community resource by allocating sufficient funds to compensate for inflation erosion that has occurred over several years.

We strongly support COMET's desire to enhance the work they already do with Māori and Pasifika youth. NZYMN recognises the valuable work of COMET's Education Māori campaign in bringing the collective voice of young Māori to the education discussion tables. This is a huge task which should not be left on the shoulders of one person – and the work would really benefit from the support of a Kaitūhono Māori. It is also important to consider the need for a similar role to advocate for the growing voice of Pasifika youth. With over a quarter of Auckland's youth being from Pacific communities the role of Manager Education Pasifika would greatly enhance voice of Pasifika learners in schools and education forums.

COMET Auckland is a strong, successful and highly collegial organisation making significant contributions to education in Tāmaki Makaurau. Its wide view of education and the forward-thinking nature of its campaigns are of direct value to the wellbeing of students and their whānau. Investment in COMET also has notable collective impact, because of their exceptionally effective networking and sharing of quality, data-driven approaches.

Meeting the budget requests from COMET will be a worthwhile investment in a future for Tāmaki Makaurau as an innovative city, that cares for all its citizens.

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8686



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): The Eden Park Trust

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

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Or is there anything further you would like to give feedback on?

The Eden Park Trust (the Trust) is a Charitable Trust, established under the Eden Park Trust Act 1955, as amended by The Eden Park Trust Amendment Act 2009 (the Act). The Trust owns and operates the Eden Park stadium, in accordance with the terms of the Trust Deed, appended to the Act as Schedule 1. Under the Trust Deed, clause 4.1 states:

“The Objects for which the Trust is continued are:

- (a) To promote, operate and develop Eden Park as a high quality multi-purpose stadium for the use and benefit of rugby and cricket (including under the organisations of ARU and ACA respectively pursuant to their rights under this deed) as well as other sporting codes and other recreational, musical, and cultural events for the benefit of the public of the Region; and
- (b) To administer Eden Park and the Trust Assets on a prudent commercial basis so that Eden Park is a successful, financially autonomous community asset.”

Eden Park is a community asset for Tāmaki Makaurau and a strategic asset for Aotearoa. Around the world, this iconic venue is revered for its reputation as the home of the All Blacks and its status as host to some of the world's most memorable sporting moments. The 118-year old stadium is unquestionably part of Aotearoa's history and DNA.

2. Background

At a meeting of Auckland Council's Finance and Performance Committee on 19 March 2019 the following resolutions (Resolutions FIN/2019/24, FIN/2019/25, FIN/2019/26 and FIN/2019/27) were passed in relation to The Eden Park Trust:

a) authorise and delegate all necessary powers to the chief executive to:

i) reach an agreement with Eden Park Trust and ASB Bank for Auckland Council to take over the \$40 million loan from ASB Bank to Eden Park Trust together with other facilities provided by ASB Bank to Eden Park Trust before 30 September 2019.

ii) reach an agreement with Eden Park Trust to consolidate the loans acquired from ASB Bank and Auckland Council loans into one or more new facilities on commercial terms including:

A) first-ranking security over Eden Park Trust's assets

B) a term of up to ten years

C) an interest rate set at council's cost of funds plus a margin.

b) authorise the chief executive to agree a grant to fund capital expenditure of up to \$9.8 million over a three-year period from 1 July 2019 under a Development Funding Agreement.

c) agree that the chief executives of Auckland Council, Eden Park Trust and Regional Facilities Auckland jointly prepare an operational partnering proposal to be completed by March 2020.

d) invite Eden Park Trust Board to report to the Finance and Performance Committee on at least a six-monthly basis to outline its performance and financial projections.

e) initiate discussions with the Government to seek amending the Eden Park Trust Deed to appropriately align the governance of Eden Park with funding.

The status of these resolutions was updated in a paper prepared by Council officers and presented to the Finance and Performance Committee at its meeting on 17 March 2022 (ref CP2022/02666).

In that paper it was noted, under point 11:

"Council finance staff have considered the presentation [of the Trust] prior to this meeting and as it signals financial sustainability risks it is recommended that Eden Park Trust Board put forward any future funding request through an annual budget submission for formal consideration by the committee as part of the annual budget process"

We are pleased to provide this future funding request within our submission in line with this recommendation.

3. Funding Request

Accordingly, the Trust requests that Auckland Council, through the Finance and Performance Committee, gives consideration to the extension or replacement of the existing Development Funding Agreement in line with the 10-year Capital Maintenance & Refurbishment Plan as included in the Independent Financial Review prepared for Council by EY in 2018, as follows:

10 Year maintenance/refurbishment capex plan \$000s

North Stand maintenance 6,200

West stand maintenance 3,000

South and east stand maintenance 3,000

Field Lights 5,600

IT 5,000

Mechanical service 6,000

Kitchen 5,000

Waterproof membrane 3,500

Advertising and super-screens 6,000

Electrical 2,500

ETFE -external façade 3,000

Carparks 5,000

Turf (includes 2017) 3,500

Seat replacement 5,500

Total 62,800

The Trust is seeking one-tenth annually of the total identified, i.e. \$6.28m per annum.

The asset management plan is fluid over time. We have identified the following schedule of projects which we intend to address over the next three years, although we appreciate they cannot all be achieved: Building Management System (BMS)

- Electrical controllers and systems
- Waterproofing membrane – North, South, East and West stands
- West Stand ceiling replacement
- North Stand roof weather tightness remedial works
- Stadium PA system speaker replacements
- HVAC separation due to COVID protocols
- LED lighting throughout public areas
- Air-conditioning units (currently end of life)
- Stadium seats replacement

- Painting of structural steel
- Function room refurbishment
- High voltage and power transformer replacements
- LED ribbon signage replacement and installation
- DAS (antennae) replacement

The Trust would like to note its gratitude to Auckland Council for the existing Development Funding Agreement, which has enabled a number of critical works and upgrades to be completed throughout the facility.

Noteworthy inclusions that have recently benefited the region include the investment in the playing surface (which provided an exceptional platform for the ICC Women's Cricket World Cup last weekend despite substantial rain) and the Superscreen (a prerequisite to securing hosting for FIFA Women's World Cup 2023).

4. Discussion

The Trust would welcome the opportunity to present its proposal for funding to Auckland Council. There are a number of unique initiatives which the Trust is undertaking for the benefit of the public of the region, which closely align to the Council's budget objectives. These include community engagement and projects, sustainability, waste management and reduction.

Notably, the Park is the only venue in Aotearoa with a 50,000 seat capacity. For premier global events like World Cups, host countries are generally required to have at least one stadium capacity of 50-60,000 to be eligible for selection. Without an appropriately fit-for-purpose Eden Park, the country would either be unlikely to successfully bid for such events or be required to fund a new stadium along with its ongoing maintenance.

The existence of Eden Park results in significant cost savings for Council, given it would likely be otherwise required to construct and maintain a 50,000+ capacity venue in Tāmaki Makaurau. The construction of such a venue would also result in considerable carbon emissions. In contrast, the utilisation of Eden Park reduces the city's carbon footprint and models the approach of 'reuse, recycle and repurpose'.

It was acknowledged by Councillors at this month's earlier meeting that Eden Park can play a pivotal role in the rebuilding of community confidence along with the local economy. After a challenging few years for Aucklanders navigating the impact of the pandemic, the value of contributing to the community's morale and spirit is immense. The profound social, cultural, and mental health benefits of people and communities coming together to celebrate after an enormously challenging two years cannot be understated. Now more than ever, people are looking for escapism and experiences that can be shared.

Major events such as international sports games and concerts also generate significant employment opportunities. Each event creates up to 3,000 jobs across cleaning, catering, security, traffic management, medics, facilities, turf management, maintenance, and operational staff.

In addition, these events make a vital contribution to the city's vibrancy, providing a much-needed boost for the struggling local tourism and hospitality sectors. Studies have proven that major events contribute to increased bed nights and deliver substantial economic benefits for the Tāmaki Makaurau region on the days of and surrounding events. Each major event at Eden Park can assist with underpinning the city's ongoing economic recovery.

We note that many of the events secured for Eden Park receive no funding from Auckland Unlimited while

still providing the region with significant global exposure and brand enhancement. This past weekend, a social media post from the ICC Women's Cricket World Cup featuring Eden Park's Sky Sport Rooftop Tour attracted more than 3.5 million views.

In just over a year, Eden Park is fortunate to be hosting nine matches for the upcoming FIFA Women's World Cup 2023, including the opening match, a quarter-final and a semi-final. The funding sought is critical to ensure Tāmaki Makaurau maintains its reputation as a state-of-the-art modern and dynamic city as opposed to a city with failing assets.

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25 March 2022

The Eden Park Trust

Submission to Auckland Council

Re: Annual Budget 2022/2023 Feedback

Section 6 – What is important to you?

1. Introduction

The Eden Park Trust (the Trust) is a Charitable Trust, established under the Eden Park Trust Act 1955, as amended by The Eden Park Trust Amendment Act 2009 (the Act). The Trust owns and operates the Eden Park stadium, in accordance with the terms of the Trust Deed, appended to the Act as Schedule 1. Under the Trust Deed, clause 4.1 states:

“The Objects for which the Trust is continued are:

- (a) To promote, operate and develop Eden Park as a high quality multi-purpose stadium for the use and benefit of rugby and cricket (including under the organisations of ARU and ACA respectively pursuant to their rights under this deed) as well as other sporting codes and other recreational, musical, and cultural events for the benefit of the public of the Region; and*
- (b) To administer Eden Park and the Trust Assets on a prudent commercial basis so that Eden Park is a successful, financially autonomous community asset.”*

Eden Park is a community asset for Tāmaki Makaurau and a strategic asset for Aotearoa. Around the world, this iconic venue is revered for its reputation as the home of the All Blacks and its status as host to some of the world's most memorable sporting moments. The 118-year old stadium is unquestionably part of Aotearoa's history and DNA.

2. Background

At a meeting of Auckland Council's Finance and Performance Committee on 19 March 2019 the following resolutions (Resolutions FIN/2019/24, FIN/2019/25, FIN/2019/26 and FIN/2019/27) were passed in relation to The Eden Park Trust:

- a) *authorise and delegate all necessary powers to the chief executive to:*
 - i) *reach an agreement with Eden Park Trust and ASB Bank for Auckland Council to take over the \$40 million loan from ASB Bank to Eden Park Trust together with other facilities provided by ASB Bank to Eden Park Trust before 30 September 2019.*
 - ii) *reach an agreement with Eden Park Trust to consolidate the loans acquired from ASB Bank and Auckland Council loans into one or more new facilities on commercial terms including:*
 - A) *first-ranking security over Eden Park Trust's assets*
 - B) *a term of up to ten years*
 - C) *an interest rate set at council's cost of funds plus a margin.*
- b) *authorise the chief executive to agree a grant to fund capital expenditure of up to \$9.8 million over a three-year period from 1 July 2019 under a Development Funding Agreement.*

- c) *agree that the chief executives of Auckland Council, Eden Park Trust and Regional Facilities Auckland jointly prepare an operational partnering proposal to be completed by March 2020.*
- d) *invite Eden Park Trust Board to report to the Finance and Performance Committee on at least a six-monthly basis to outline its performance and financial projections.*
- e) *initiate discussions with the Government to seek amending the Eden Park Trust Deed to appropriately align the governance of Eden Park with funding.*

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We are pleased to provide this future funding request within our submission in line with this recommendation.

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Accordingly, the Trust requests that Auckland Council, through the Finance and Performance Committee, gives consideration to the extension or replacement of the existing Development Funding Agreement in line with the 10-year Capital Maintenance & Refurbishment Plan as included in the Independent Financial Review prepared for Council by EY in 2018, as follows:

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The Trust is seeking one-tenth annually of the total identified, i.e. \$6.28m per annum.

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The Trust would like to note its gratitude to Auckland Council for the existing Development Funding Agreement, which has enabled a number of critical works and upgrades to be completed throughout the facility.

Noteworthy inclusions that have recently benefited the region include the investment in the playing surface (which provided an exceptional platform for the ICC Women's Cricket World Cup last weekend despite substantial rain) and the Superscreen (a prerequisite to securing hosting for FIFA Women's World Cup 2023).

4. Discussion

The Trust would welcome the opportunity to present its proposal for funding to Auckland Council. There are a number of unique initiatives which the Trust is undertaking for the benefit of the public of the region, which closely align to the Council's budget objectives. These include community engagement and projects, sustainability, waste management and reduction.

Notably, the Park is the only venue in Aotearoa with a 50,000 seat capacity. For premier global events like World Cups, host countries are generally required to have at least one stadium capacity of 50-60,000 to be eligible for selection. Without an appropriately fit-for-purpose Eden Park, the country would either be unlikely to successfully bid for such events or be required to fund a new stadium along with its ongoing maintenance.

The existence of Eden Park results in significant cost savings for Council, given it would likely be otherwise required to construct and maintain a 50,000+ capacity venue in Tāmaki Makaurau. The construction of such a venue would also result in considerable carbon emissions. In contrast, the utilisation of Eden Park reduces the city's carbon footprint and models the approach of 'reuse, recycle and repurpose'.

It was acknowledged by Councillors at this month's earlier meeting that Eden Park can play a pivotal role in the rebuilding of community confidence along with the local economy. After a challenging few years for Aucklanders navigating the impact of the pandemic, the value of contributing to the community's morale and spirit is immense. The profound social, cultural, and mental health benefits of people and communities

coming together to celebrate after an enormously challenging two years cannot be understated. Now more than ever, people are looking for escapism and experiences that can be shared.

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In addition, these events make a vital contribution to the city's vibrancy, providing a much-needed boost for the struggling local tourism and hospitality sectors. Studies have proven that major events contribute to increased bed nights and deliver substantial economic benefits for the Tāmaki Makaurau region on the days of and surrounding events. Each major event at Eden Park can assist with underpinning the city's ongoing economic recovery.

We note that many of the events secured for Eden Park receive no funding from Auckland Unlimited while still providing the region with significant global exposure and brand enhancement. This past weekend, a social media post from the ICC Women's Cricket World Cup featuring Eden Park's Sky Sport Rooftop Tour attracted more than 3.5 million views.

In just over a year, Eden Park is fortunate to be hosting nine matches for the upcoming FIFA Women's World Cup 2023, including the opening match, a quarter-final and a semi-final. The funding sought is critical to ensure Tāmaki Makaurau maintains its reputation as a state-of-the-art modern and dynamic city as opposed to a city with failing assets.

Ngā mihi,



Nick Sautner
CEO



8700



Annual budget 2022/2023

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable): Countdown

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: Targeted rates enable greater visibility for rate-payers on the intended use of funds from the rate.

However, we believe this should be accompanied by transparency in the use of the funds and - in this case - accountability for carbon saved per dollar invested (and other supporting benefits).

Should the rate be set on a fixed or capital value basis?

A CV-based rate appears to offer a more equitable solution across the range of stakeholders targeted under this rate.

Should the rate be differentiated between groups of ratepayers?

As the benefits will be generally available to all rate-payers within the Tāmaki Makaurau region, there doesn't appear to be a need for differentiation.

Fare affordability critical to uptake of Climate Action Package

'Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan', targets a reduction in its regional emissions by 50% by 2030 and reaching net zero by 2050. This will require a series of sector-specific reductions, whereby the transport sector - which contributed 43.4% of total emissions in 2016 -

will face the greatest reduction requirement (a 64% reduction). Given the major contribution of transport emissions, Auckland Council is largely targeting the proposed CATR at promoting transportation options which will reduce the numbers of cars and light commercial vehicles on our roads (30.7% of Auckland's total emissions in 2016).

Countdown understands that by pooling the funding generated from the Climate Action-Targeted rate (\$574m), alongside government co-funding (\$344m) and expected fare revenue (\$127m), the \$1.045 billion fund is intended to expand the region's public transport network accessibility through a wider array of low-carbon options as well as further develop Tāmaki Makaurau's urban forest canopy. The effectiveness of Auckland Council's Climate Action Package in reducing carbon emissions relies heavily on public uptake of the expanded services (bus, ferry, train) and infrastructure (walking and cycling). In order for any carbon emission reduction to be realised, Aucklanders need to forgo their personal vehicle for these alternative modes more frequently.

Auckland Council's consultation documentation references the extensive support of Aucklanders for increasing "the frequency, affordability and availability of public transport". It also notes that a key criterion for Climate Action Package projects is that they address inequity. While the proposed Climate Action Package addresses the frequency and availability of public transport services, we respectfully note that it lacks detail on improving affordability of public transport fares.

The importance of fare affordability has been stressed by the Climate Change Commission, the Central Government's national emission reduction plan and the Colmar Brunton Better Future's Survey and it is included in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. The CATR consultation references these documents, but it does not address the affordability of its proposed services. We respectfully encourage Auckland Council to address fare affordability as part of its proposed Climate Action Package, to secure its success.

Other barriers to public uptake of low carbon transport modes

Countdown stores are located within areas that have a need for, and would benefit from a supermarket, based on population growth and demand. To that extent, some of our supermarkets are located within city centres, while others are most appropriately located within or near residential areas on the city fringe closest to the catchment that they serve.

The reality of Countdown's customer base and behaviour is that private vehicles will likely remain the preferred mode of transport for the majority of its in-store customers as they rely on private vehicles - particularly when undertaking bulk shopping - to transport their groceries home. Given this, we believe support for rapid uptake of electric vehicles and public recharging infrastructure (as identified Te Tāruke-Ā-Tāwhiri: Auckland's Climate Action Plan) is an important complementary programme of work to the Climate Action Package. We would be pleased to engage further with Auckland Council to explore the role our store network could play as part of this.

Further, we note that Auckland Council has based its emission reduction commitments and proposed solutions on its Auckland Greenhouse Gas Emissions Inventory 2016. This will not have accounted for the significant changes in transport behaviours that have occurred since as a result of COVID-19. As is well known, the business landscape of Tāmaki Makaurau has changed extensively as a result of repeated lockdowns and red alert levels. These changes include a significant increase in working from home for office-based workers, and a reduction in the amount

of commuting. We would welcome insight into how Auckland Council is modelling these changes and their potential impact on its Climate Action Plan and proposed Climate Action Package, as this would also assist us with supporting our team to decarbonise their commutes. Supporting business climate action beyond the Climate Action Package

In conclusion, Countdown supports the introduction of a CATR to drive a meaningful response to the climate emergency and we acknowledge the importance of the Climate Action Package projects and its benefits for our team and customers. Our observations in our consultation response are largely made in support of its successful implementation.

In closing, we want to reiterate that the CATR will represent a significant additional cost, alongside our investments in decarbonising our operations. Given this, we would like to better understand Auckland Council's priorities in accelerating the decarbonisation of Auckland's business sector. Of particular interest to Countdown from Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan are actions related to the establishment of commercial building retrofit programme, analysis of climate risk and the installation of climate resilience measures at building scale, tackling construction waste, the creation of low carbon and resilient precincts, EV recharging infrastructure, and the development of a sustainable food economy. We welcome further engagement with Auckland Council to understand the opportunity for Countdown - and other businesses committed to climate action - to work in partnership to achieve our shared climate goals.

Final comments

We welcome any further opportunity to engage with the consultation process alongside other stakeholders.

We thank you for the opportunity to provide a submission on this important work.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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24 March 2022

Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142
New Zealand
akhaveyoursay@aucklandcouncil.govt.nz

Re: Annual Budget 2022/23 Consultation - Key Issue 1: Climate

Tēnā koe,

Thank you for the opportunity to provide a submission on Auckland Council's annual budget 2022/23 consultation. Our response is targeted to 'Key Issue 1: Climate' and the introduction of the climate action-targeted rate.

Introduction

Woolworths New Zealand Limited operates Countdown supermarkets all over New Zealand and is the franchisor for both the FreshChoice and SuperValue brands. Tāmaki Makaurau is home to 64 Countdown supermarkets, our two largest distribution centres and the national support office. We employ over 19,000 Kiwis nationwide, nearly half of whom are located in Tāmaki Makarau.

As a food business, we are acutely aware of the importance the climate plays in food production and security of supply. Our business acknowledges the potential for climate change to significantly impact societal wellbeing, particularly for more vulnerable communities. In response, climate change is recognised by our Board as a strategic risk and we are committed to ambitious sustainability goals to address this.

Our key climate targets are to reduce our Scope 1 and 2 emissions by 63% and Scope 3 emissions by 19% by FY30, against an FY15 baseline - on the way to net positive emissions by 2050. These targets have been endorsed at Group level by the Science Based Targets initiative, and we also report via the Climate Leaders Coalition in New Zealand. Reinforcing our climate change goal is a commitment to 100% renewable electricity by 2025 and zero food waste by 2025. We are also actively exploring the role we can play to support sustainable and regenerative agricultural practices in our supply chain.

In line with our own commitments, we support and have submitted on the Government's ongoing development of a national Emissions Reduction Plan. We also welcome Te Tāruke-Ā-Tāwhiri: Auckland's Climate Action Plan, and broadly support Auckland Council's proposal to deliver on the Plan through the introduction of a Climate Action Targeted Rate (CATR). The proposed expansion of key public infrastructure proposed within the CATR funded Climate Action Package should

enable our customers and team members to increase their use of low-carbon transport modes and enjoy the quality of life and improved urban resilience benefits from an expanded urban ngahere.

We would, however, qualify this support by noting that Countdown has already committed to significant investment to achieve our operational carbon emissions reduction targets. The CATR will represent a significant additional cost alongside these investments. Given this, while we recognise the need for the CATR, we are eager to see further acknowledgement of and support for companies that have committed to climate change action in Tāmaki Makaurau.

Our submission below is arranged in response to key questions regarding the CATR in Auckland Council's proposed annual budget, followed by our key observations regarding the CATR and the proposed projects in the Climate Action Package that it would fund.

Countdown response to Auckland Council's specific CATR questions

Should the programme be funded from general rates or targeted rates?

Targeted rates enable greater visibility for rate-payers on the intended use of funds from the rate. However, we believe this should be accompanied by transparency in the use of the funds and - in this case - accountability for carbon saved per dollar invested (and other supporting benefits).

Should the rate be set on a fixed or capital value basis?

A CV-based rate appears to offer a more equitable solution across the range of stakeholders targeted under this rate.

Should the rate be differentiated between groups of ratepayers?

As the benefits will be generally available to all rate-payers within the Tāmaki Makaurau region, there doesn't appear to be a need for differentiation.

Fare affordability critical to uptake of Climate Action Package

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Final comments

We welcome any further opportunity to engage with the consultation process alongside other stakeholders.

We thank you for the opportunity to provide a submission on this important work.

Ngā mihi,



Kiri Hannifin

Director, Corporate Affairs, Sustainability, Health and Safety, Quality and Food Safety



8702



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Auckland GE-Free Coalition

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: We strongly support council doing everything in its power to ameliorate climate change but soil health, biodiversity and sustainable production can be undermined by outdoor use of GE/GMOs/ gene edited organisms. The inclusion of E37 funding in the annual budget (as it should be for the Auckland LTP 2021/31) is important to respect the Auckland operative Unitary Plan and community wishes/ aspirations for Auckland region.

Council must be aware of 'green-washing' and public concern about false claims of benefit of gene edited trees, grasses, animals from the pro biotech industry. NZ CRI AgResearch has advocated the use of controversial and risky Gene edited ryegrass and ignoring proven existing solution to reduce methane through mixed forage.

Protection of soil health and biodiversity are integral for authentic climate- smart and regenerative agriculture. Regulation of GMOs and protections in the Auckland Plan are part of this kaupapa.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Environmental management and regulation: ("We nurture, look after and monitor Auckland's natural environment, and protect it from a variety of natural and human threats").

Council support: ("We support Auckland Council to deliver services and elected representatives to make decisions").

AGEFC represents the concerns of hundreds of thousands of Aucklanders in making this submission.

BUDGET REQUEST:

Include budget for cost-efficient ongoing participation in The Inter-Council Working Party on Genetically Modified Organisms (GMO) Risk Evaluation and Management Options

- The annual budget should include budget commitment for AUP E37, regarding Genetically Modified Organisms.
- This is vital to give adequate support to the Auckland Unitary Plan's precautionary approach and important cost-recovery policies that protect Ratepayers from exposure to the financial risk of GMO use.
- Council is asked to include budget with acknowledgement of important cost efficiencies and benefits in collaboration with other councils as part of the Inter Council Working Group on Management of GMOs.

This approach has been effective in the past and reflects the values and concerns of the diverse Auckland communities.

- This responds to ongoing deficiencies in the HSNO Act previously raised by Local Government NZ.
- These include inadequate liability provisions that could create a cost falling on ratepayers for remediation and no mandatory requirement for the EPA to take a precautionary approach to outdoor GE/GMO applications.
- This protection from costs in the absence of commercial insurance is even more important given budget challenges from Covid-19. Many of the economic advantages of Auckland land use are agricultural. Soil and biodiversity, regional brand reputation and exporters must be protected in 2022/3.
- To prepare for Climate Change it is important to support sustainable solutions and mitigate against extra costs associated with new technologies like GMOs.
- Addressing management of GMOs (including new GMOs from gene editing and creation of synthetic biological organisms) is particularly important in the event of an EPA approved GE/GMO outdoor application for a GE/GMO experiment/ field trial/ release)
- This is in response to the consultation Issues for the LTP cited above and is required to meet the Auckland operative Unitary Plan precautionary and prohibitive GE/GMOs provisions/ policy and regulations.

Context and submission on additional budget priorities

Auckland Council has worked collaboratively for many years - as a full member of the Auckland/ Northland "Inter Council Working Party on GMO Risk Evaluation and Management Options"

The Inter-Council Working Party on Genetically Modified Organisms (GMO) Risk Evaluation and Management Options was established to respond to community concerns in the Northland region about GMOs. The Far North, Whangarei, and Kaipara District Councils, Auckland Council and Northland Regional Council are represented on the working party.

As a community-supported outcome The Auckland operative Unitary Plan contains valuable precautionary and prohibitive GE/GMOs provisions, for both land and the Coastal Marine Area (CMA) aligned with various Long Term Council Community Plans (LTCCPs/ LTP's) containing precautionary and prohibitive wording/ policies

Excellent results have been achieved through the innovative and fiscally responsible, collaborative work of the ICWP on GMOs, in order to protect biosecurity, biodiversity, the wider environment, existing GM free primary producers, exports, diverse cultural values, and food safety.

New types of Gene Edited GMOs, RNAi pesticides and synthetic biology are emerging risks. These demand Auckland communities have agency, with Council representatives informed of the issues impacting Auckland and working in collaboration with other councils to interface with central government.

Council's strategic planners are asked to respect democratic process and public concerns for GMO precautions for Auckland to be included in plans.

Staff must not block policy and funds for collaboration with other councils that are democratic and cost efficient.

Councillors must be provided the ICWG guidance to ensure they are informed about the local Auckland communities needs, expectations for precaution and protection of food systems and the Auckland region land and water environment.

See:

<https://www.psgr.org.nz/genetic-engineering-new-breeding-technologies/faqs>

Source: Physicians & Scientists for Global Responsibility/ Responsible Genetics Charitable Trust (NZ)

Three major reports commissioned by the Working Party have identified a range of risks involved with the trialling and release of GMOs.

Environmental risks

- GMOs becoming invasive and affecting non-target species including indigenous flora and fauna
- the development of herbicide or pesticide resistance creating 'super-weeds' or 'super-pests'
- long term effects on ecosystem functioning.

Socio-cultural risks

- effects on Maori cultural beliefs of whakapapa, mauri, tikanga
- ethical concerns about mixing genes from different species including human genes
- concerns about the long term safety of genetically engineered food.

Economic risks

- loss of income through contamination (or perceived contamination) of non-GMO food products
- negative effects on marketing and branding opportunities such as 'clean and green' or 'naturally Northland'
- costs associated with environmental damage such as clean-up costs for invasive weeds or pests.

Budget 2022-3 must include capacity to address this, or risk greater losses and costs in future.

Important privacy information

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8706



Annual budget 2022/2023

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable): Employers & Manufacturers Association

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

The EMA has partnered with COMET Auckland on many initiatives in the past and is involved in several current projects. COMET does a great job of connecting and collaborating with stakeholders and partners who support the work they are doing. Without proper and consistent levels of funding COMET is constrained in its ability to innovate and create opportunities to help foster equity and mana motuhake (self-determination) for Māori and Pasifika learners.

COMET has identified a need to extend its core team to drive change towards equity for Māori and Pasifika learning. These two proposed roles - an additional Education Māori role and a new Education Pasifika role - will go a long way to enabling its team to better connect with Māori and Pasifika learners, identify how COMET can contribute to their aspirations and develop approaches/projects/partnerships that will facilitate these aspirations.

The EMA supports COMET Auckland's request for a budget increase of \$300,000, and for funding to be inflation-adjusted in the future, to help more tamariki and rangatahi in Tāmaki Makaurau to reach their potential through learning.

We believe COMET's work is important to build capability in Auckland's rangatahi and ensure they reach their full educational potential. This leads to better outcomes in future careers and enhances New Zealand businesses and our wider communities.

We recommend Auckland Council supports this request by COMET.

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8716



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Property Council New Zealand

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

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- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: Auckland Council has proposed a climate package that aims to reduce transport emissions by improving access to public transport networks across the city, increasing the electrification of the public transport system and providing for greater urban tree cover.

We applaud Auckland Council for working with central government to unlock much needed investment in our cities public transport system and urban ngahere (tree coverage). Working closely with central government to unlock investment will be critical in the long run.

We consider it critical that Auckland has a public transport system that is well connected. Transport options need to be reliable and frequent for users to switch from their private vehicles to public transport. Increased uptake of public transport is one mechanism to reduce emissions and make Auckland a more liveable city.

We support Auckland Council's intention to focus the transport investment on bus network improvements and consider investment in ferries to be a lower priority. We would recommend that Auckland Council focuses both on improving bus routes that connect people at peak times to places of employment and routes that better connect Auckland's various regions to the CBD. Public transport access across Auckland needs to more effectively connect individuals from their home to their desired destination. This would see a more integrated planning approach between Auckland Council, Auckland Transport and key stakeholders.

Electrification of our buses and ferries is an important step to future proof our transport system and reduce emissions. However, it is important to note that it will place a greater burden on Auckland's electrical grid and impose costs on the system. We recommend that Auckland Council works closely with other relevant stakeholders to ensure Auckland's infrastructure is prepared and can manage this eventuality, while seeking to minimise costs to consumers. 4.6. We support the proposal to invest \$13.3 million in Auckland's urban ngahere, as part of the wider climate package. We recommend that Auckland Council prioritise this investment in those parts of our city that have the least existing tree coverage, to deliver the greatest immediate benefit to Auckland.

We have several concerns with regards to the proposed approach to funding the package. There are a growing number of transport and development projects looking into using targeted rates at both a central and local government level. We are therefore concerned over the potential for 'double-dipping' to occur. Examples of this include the current Rodney Local Board targeted rate for transport as well as the proposed targeted rate that could be part of a value capture scheme for Auckland Light Rail. Both these examples entail ratepayers paying multiple, separate, targeted rates for various transport schemes.

While we support the intent of the package, we are concerned that the proposed targeted rate as it currently stands, would impose a substantial and additional cost onto ratepayers in a time of high inflation. This is particularly concerning given other prospective cost increases, such as the proposed increases to development contributions.

As such, we have several recommendations to make. We urge Auckland Council to pursue an Order in Council that would allocate the unspent funds associated with the regional fuel tax to the proposed package, which would reduce the overall cost of the proposed targeted rate to ratepayers. We note that an estimated \$300+ million remains unspent from the regional fuel tax, the use of which would markedly reduce the impact of the targeted rate on ratepayers.

With the use of unspent regional fuel tax funds, we recommend the remaining portion of the required funds being raised through a targeted rate. Targeted rates provide greater transparency, by ringfencing what services are funded. Property Council have been long standing supporters of targeted rates.

Although supportive of targeted rates, we have concerns around the use of a differential on targeted rates. In particular, we are concerned that additional costs could have unintended consequences to the business sector, especially post COVID.

We also note that the long-term viability of the regional fuel tax as a source of transport funding is being challenged by the ongoing shift towards transport electrification. Alternative funding streams, such as congestion pricing, will be needed in the long-term.. We note for convivences sake, that some sections of the Auckland Council website have are showing slightly incorrect figures for the climate action targeted rate compared to the official budget documents. We recommend updating the website.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: Auckland Council is proposing to implement an additional \$15 million of permanent cost reductions, growing to \$30 million in of permanent cost reductions for the 2023/2024 budget. These are on top of those already planned for in Council's existing 2021-2031 Long Term Plan. Given the current financial environment, Property Council supports this proposal, so long as it does not comprise the ability of Auckland Council to deliver core services. Property Council has noted that Council's budget is premised of an inflation rate of 2%. Given recent market conditions of high inflation, we recommend that Auckland Council re-evaluate its inflation predictions.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Other matters

Changes to Building Consent fee structure

6.1. Auckland Council is proposing a new fee structure for building consent applications, based on building complexity as defined in the New Zealand Building Code. This would see the introduction of a two-tiered fee structure (with a difference of \$24). Property Council is not opposed to this policy change, but we stress that increased building consent fees should be matched with increased levels of service provided to applicants.

Changes to Resource Consent fee structure

6.2. Auckland Council is proposing changes to resource consent fees for a range of activities. While Property Council has no comment on the proposed changes, we would like to make a general comment on consents.

6.3. Our members have expressed a concern about time delays for resource consents of up to six months, and rising delays for an array of other consents such as traffic permits. These are fast becoming some of the largest barriers to development in Auckland. This is costing Auckland developers millions of dollars, which is ultimately passed onto consumers, and creates unnecessary risk and delay. We appreciate the constraints facing Auckland Council in this space, but we urge Auckland Council to continue actively consider ways to better resource the consenting team and reduce delays. Property Council and our members are interested in working collaboratively to address this issue.

City Centre Targeted Rate

6.4. Property Council has previously supported the premise of the City Centre Targeted Rate and we are pleased to see Auckland Council's long-term commitment to it. We would, however, refer to the ongoing disruption to businesses in the CBD associated with COVID and the resulting shortages of consumers and note the importance of encouraging workers back in the CBD to restore the CBDs vibrancy and business vitality. We acknowledge the importance of Auckland Council's leadership role in encouraging people to return to the CBD.

7. Consideration of wider matters

7.1. There are a wide range of prospective reforms and policy changes that could impact property, underway at both a central and local government level. For example, central government is expected to release the Emissions Reduction Plan and resulting Emissions Budget in May 2022. This will likely have significant impacts to business, in the form of additional costs, as well as impact on the proposed activities of local government.

7.2. Given the scale of reform underway across multiple sectors, Property Council urges Auckland Council to actively consider how their plans align and integrate with those of central government. Strong alignment between central and local government is crucial for ensuring efficient and equitable policy outcomes. Poor alignment creates costs to developers, which end up passed to the consumer and can be reflected in metrics such as house prices.

8. Conclusion

8.1. Property Council generally supports the overall direction of Auckland Councils Annual Budget 2022/2023. We have proposed changes that we believe would improve the effectiveness, equity, and outcomes of the Annual Budget.

8.2. Property Council members invest, own, and develop property in Auckland. We wish to thank Auckland Council for the opportunity to submit on the Annual Budget 2022/2023 as this gives our members a chance to have their say in the future of our city.

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Property Council New Zealand

Submission on

Draft Auckland Council Budget 2022/2023

28/03/2022

For more information and further queries, please contact

Logan Rainey

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28 March 2022

AK Have Your Say
Auckland Council
Auckland 1142
Email: akhaveyoursay@aucklandcouncil.govt.nz

Auckland Council Annual Budget 2022/2023

1. Summary

1.1 Property Council New Zealand Auckland Region Branch (“Property Council”) welcomes the opportunity to provide feedback on the Auckland Annual Budget 2022/2023. In broad terms, we support the direction of this year’s budget and have made a list of recommendations to influence better, fairer outcomes for all.

2. Recommendations

2.1 At a high level, we recommend the following:

Climate Package

- That Auckland Council pursue an Order in Council to use unspent funds from the regional fuel tax to reduce the required size of ratepayer contribution to the targeted rate;
- That the remaining funds be raised through a targeted rate;
- That the package focuses on bus network improvements that better connect people to employment and the CBD, as well as improvements that connect high growth areas of the city that are not currently catered for;
- That Auckland Council work with other stakeholders to plan for the impact of the electrification of public transport on electrical grids and other supporting infrastructure, while focusing on minimising costs to consumers; and
- That Auckland Council consider viable long-term alternatives to the regional fuel tax.

Budget Matters

- That the proposed permanent cost reductions should not comprise the delivery of council services; and
- That Auckland Council re-evaluate its inflation predictions to better align with market outcomes.

Consent Fees

- That higher fees should be associated with improved service to applicants; and
- That Auckland Council actively explore ways to reduce consenting delays.

City Centre Target Rate

- That Auckland Council takes a leadership role in encouraging people back into the CBD.

Other Matters

- That Auckland Council actively consider how their plans align and integrate with those of central government.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand's most significant industry, property. Our organisational purpose is, "Together, shaping cities where communities thrive".
- 3.2. The property sector shapes New Zealand's social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property is Auckland's largest industry. Property provides a direct contribution to GDP of \$12 billion (12 percent) and employment for 71,940 Auckland residents.
- 3.4. Property Council is the collective voice of the property industry. We connect property professionals and represent the interests of 387 Auckland based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Councils feedback on [Auckland Councils Draft Annual Plan](#). Comments and recommendations are provided on issues relevant to Property Council's members.

4. Climate Package

- 4.1. Auckland Council has proposed a climate package that aims to reduce transport emissions by improving access to public transport networks across the city, increasing the electrification of the public transport system and providing for greater urban tree cover.
- 4.2. We applaud Auckland Council for working with central government to unlock much needed investment in our cities public transport system and urban ngahere (tree coverage). Working closely with central government to unlock investment will be critical in the long run.
- 4.3. We consider it critical that Auckland has a public transport system that is well connected. Transport options need to be reliable and frequent for users to switch from their private vehicles to public transport. Increased uptake of public transport is one mechanism to reduce emissions and make Auckland a more liveable city.
- 4.4. We support Auckland Council's intention to focus the transport investment on bus network improvements and consider investment in ferries to be a lower priority. We would recommend that Auckland Council focuses both on improving bus routes that connect people at peak times to places of employment and routes that better connect Auckland's various regions to the CBD. Public transport access across Auckland needs to more effectively connect individuals from their home to their desired destination. This would see a more integrated planning approach between Auckland Council, Auckland Transport and key stakeholders.
- 4.5. Electrification of our buses and ferries is an important step to future proof our transport system and reduce emissions. However, it is important to note that it will place a greater burden on Auckland's electrical grid and impose costs on the system. We recommend that Auckland

Council works closely with other relevant stakeholders to ensure Auckland's infrastructure is prepared and can manage this eventuality, while seeking to minimise costs to consumers.

- 4.6. We support the proposal to invest \$13.3 million in Auckland's urban ngahere, as part of the wider climate package. We recommend that Auckland Council prioritise this investment in those parts of our city that have the least existing tree coverage, to deliver the greatest immediate benefit to Auckland.
- 4.7. We have several concerns with regards to the proposed approach to funding the package. There are a growing number of transport and development projects looking into using targeted rates at both a central and local government level. We are therefore concerned over the potential for 'double-dipping' to occur. Examples of this include the current Rodney Local Board targeted rate for transport as well as the proposed targeted rate that could be part of a value capture scheme for Auckland Light Rail. Both these examples entail ratepayers paying multiple, separate, targeted rates for various transport schemes.
- 4.8. While we support the intent of the package, we are concerned that the proposed targeted rate as it currently stands, would impose a substantial and additional cost onto ratepayers in a time of high inflation. This is particularly concerning given other prospective cost increases, such as the proposed increases to development contributions.
- 4.9. As such, we have several recommendations to make. We urge Auckland Council to pursue an Order in Council that would allocate the unspent funds associated with the regional fuel tax to the proposed package, which would reduce the overall cost of the proposed targeted rate to ratepayers. We note that an estimated \$300+ million remains unspent from the regional fuel tax, the use of which would markedly reduce the impact of the targeted rate on ratepayers.
- 4.10. With the use of unspent regional fuel tax funds, we recommend the remaining portion of the required funds being raised through a targeted rate. Targeted rates provide greater transparency, by ringfencing what services are funded. Property Council have been long standing supporters of targeted rates.
- 4.11. Although supportive of targeted rates, we have concerns around the use of a differential on targeted rates. In particular, we are concerned that additional costs could have unintended consequences to the business sector, especially post COVID.
- 4.12. We also note that the long-term viability of the regional fuel tax as a source of transport funding is being challenged by the ongoing shift towards transport electrification. Alternative funding streams, such as congestion pricing, will be needed in the long-term.
- 4.13. We note for convivences sake, that [some sections](#) of the Auckland Council website have are showing slightly incorrect figures for the climate action targeted rate compared to the official budget documents. We recommend updating the website.

5. Budget Matters

Proposed Permanent Cost Reductions

- 5.1. Auckland Council is proposing to implement an additional \$15 million of permanent cost reductions, growing to \$30 million in of permanent cost reductions for the 2023/2024 budget. These are on top of those already planned for in Council's existing 2021-2031 Long Term Plan.

Given the current financial environment, Property Council supports this proposal, so long as it does not comprise the ability of Auckland Council to deliver core services.

Inflation projections

- 5.2. Property Council has noted that Council's budget is premised of an inflation rate of 2%. Given recent market conditions of high inflation, we recommend that Auckland Council re-evaluate its inflation predictions.

6. Other matters

Changes to Building Consent fee structure

- 6.1. Auckland Council is proposing a new fee structure for building consent applications, based on building complexity as defined in the New Zealand Building Code. This would see the introduction of a two-tiered fee structure (with a difference of \$24). Property Council is not opposed to this policy change, but we stress that increased building consent fees should be matched with increased levels of service provided to applicants.

Changes to Resource Consent fee structure

- 6.2. Auckland Council is proposing changes to resource consent fees for a range of activities. While Property Council has no comment on the proposed changes, we would like to make a general comment on consents.
- 6.3. Our members have expressed a concern about time delays for resource consents of up to six months, and rising delays for an array of other consents such as traffic permits. These are fast becoming some of the largest barriers to development in Auckland. This is costing Auckland developers millions of dollars, which is ultimately passed onto consumers, and creates unnecessary risk and delay. We appreciate the constraints facing Auckland Council in this space, but we urge Auckland Council to continue actively consider ways to better resource the consenting team and reduce delays. Property Council and our members are interested in working collaboratively to address this issue.

City Centre Targeted Rate

- 6.4. Property Council has previously supported the premise of the City Centre Targeted Rate and we are pleased to see Auckland Council's long-term commitment to it. We would, however, refer to the ongoing disruption to businesses in the CBD associated with COVID and the resulting shortages of consumers and note the importance of encouraging workers back in the CBD to restore the CBDs vibrancy and business vitality. We acknowledge the importance of Auckland Council's leadership role in encouraging people to return to the CBD.

7. Consideration of wider matters

- 7.1. There are a wide range of prospective reforms and policy changes that could impact property, underway at both a central and local government level. For example, central government is expected to release the Emissions Reduction Plan and resulting Emissions Budget in May 2022. This will likely have significant impacts to business, in the form of additional costs, as well as impact on the proposed activities of local government.
- 7.2. Given the scale of reform underway across multiple sectors, Property Council urges Auckland Council to actively consider how their plans align and integrate with those of central

government. Strong alignment between central and local government is crucial for ensuring efficient and equitable policy outcomes. Poor alignment creates costs to developers, which end up passed to the consumer and can be reflected in metrics such as house prices.

8. Conclusion

- 8.1. Property Council generally supports the overall direction of Auckland Councils Annual Budget 2022/2023. We have proposed changes that we believe would improve the effectiveness, equity, and outcomes of the Annual Budget.
- 8.2. Property Council members invest, own, and develop property in Auckland. We wish to thank Auckland Council for the opportunity to submit on the Annual Budget 2022/2023 as this gives our members a chance to have their say in the future of our city.
- 8.3. Any further enquires do not hesitate to contact Logan Rainey, Advocacy Advisor, via email: Logan@propertynz.co.nz or cell: 021410787.

Yours Sincerely,



Andrew Hay
Auckland Committee Chair

Property Council NZ

1.45pm

Speakers: Logan Rainey, Helen O’Sullivan (Vice Chair), Katherine Wilson (advocacy team)

- Property’s one of Auckland’s largest industries. Contributing 12b to GDP.
- Presentation is our interim position noting more time needed for consideration
- Broadly supportive of the plan’s general direction
- Have identified opportunities to for council to achieve more
 - Tackling our long term infrastructure needs
 - Addressing impacts from climate change
- CATR
 - Support action on climate change. 40% of our city’s emissions are transport related.
 - Support ringfencing funds to address cc
 - Encourage regular reporting on the spending of this funding
 - Urge prioritising green coverage in areas with low coverage currently
 - Advocate for world class transport system
 - Supportive of the direction of the council in this space (transport)
 - Need for public transport schedules that provide full coverage
 - Focus on how usability of public transport can increase (e.g. ferry and bus timetables linking up, signage indicating protected bike lines)
 - Area of concern: potential for double dipping. We urge remain mindful of cumulative effect of multiplying costs to rate payers (e.g. regional fuel tax).
 - Urge council to consider whether any ear marked projects might alternatively qualify for funding from RFT.
 - Agree with the need to invest in electrification of public transport
 - Stress the need for joined up thinking to ensure better infrastructure is achieved eg updated power grid to support electric fleet
 - We would hope that congestion charging remain as an option for replacing RFT at appropriate time
 - Ensure there is clarity when there is potential for overlap
- Concern about rising delays on consents, e.g. traffic, resource etc. Small delays can mean big expenses for projects.
- Support the intent behind the City Centre Targeted Rate, and urge council to taking a leadership role in encouraging people to return to the cbd.
- Thank you for the opportunity to present and thank you to council for their mahi
- Question from DM Bill Cashmore. Given covid constraints, do we reduce expenditure on programmes or increase income via rates?
 - PCNZ: both. Noting that now is the best and cheapest time to get work down.



8720



Annual budget 2022/2023

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable): Auckland Business Chamber

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

See attachment for more info

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

SUBMISSION BY THE AUCKLAND BUSINESS CHAMBER ON THE AUCKLAND COUNCIL ANNUAL BUDGET 2022/2023

INTRODUCTION

1. The Auckland Business Chamber appreciates the opportunity to make a submission on the Auckland Council Annual Budget 2022/2023 Consultation document.

Address for service:

- To Chamber Chief Executive, Michael Barnett; Email: mbarnett@chamber.co.nz; Phone 0275 631150.
2. The Auckland Business Chamber has a significant corporate membership, including over 4,500 small and medium-sized businesses that expect their views to be cogently represented in this Submission.
 3. The Chamber is dedicated to supporting Auckland's development as New Zealand's leading commercial centre, international trade and visitor gateway, investment, technology, education and cultural hub, a desirable place to live, work and play and a magnet for essential skills to support progress in a digital age.
 4. The Chamber's approach is to establish constructive, collaborative and cooperative partnerships and relationships with central and local government as well as other business and growth champions to contribute to the shared delivery of these objectives for Auckland.

SUBMISSION

5. The long tail of Covid and its cousins have continued to disrupt and damage the lives, livelihoods and physical and mental wellbeing of business owners.
6. People and businesses have adapted to the ever-present threat, changed how and where they work, and re-evaluated what matters most to them in their personal and professional lives.
7. They have readily adopted new digital, communication and social behaviours that are now part of every day from shopping to education, zooming in and out of team meetings, attending virtual family events, learning via online classes, and attending virtual medical consultations.
8. Engaging digitally with work from home with a couple of days in the office, maybe, is a lifestyle now and will not easily be dislodged.
9. Council must show the same agility, openness and willingness to do things differently and adapt to deliver better services and value by encouraging collaborative, relevant and productive partnerships and relationships from across the community.
10. The expectations and demand for nimbleness, transparency, and accountability by decision-makers will grow, especially when households and the commercial sector feel the bite of rising inflation, interest rates, spiralling costs, shortage of affordable housing, crunch on infrastructure and the inability to recruit essential skills.
11. Forecasters cannot bank on a return to the city or office so desperately needed to inject energy and vitality, and resuscitate public transport, hospitality, education, retail,

accommodation and tourism businesses as well as the attractions, arts and amenities that provide colour to our lives.

12. Local and central government, the country's biggest employers, are not leading by example now nor have described a plan to migrate people back into the CBD. They need to.
13. As citizens with aspirations, demonstrated proven resilience and fresh determination to live our best lives, picking up where we left off before the great disruption of Covid hit our lives, just will not cut it.
14. Covid brought people together. It was a shared experience on a scale most of us would never have encountered in our lifetimes and upended all that we had taken for granted and thought we knew as being true and certain.

Better together

15. Business and government realised they worked better together in finding support, solutions and services to ease the disruption, forging useful and productive partnerships and ways of working for the good of the people.
16. Local government shuts us out when we would be willing and resourceful collaborators inside the tent.
17. Working together for the good of all is a better way
18. We are crying out for courageous leadership at every level of life.
19. Our governance is not broken but there is a huge opportunity to reframe and improve the current model and invite collaboration and genuine partnership with the private sector, investors, residents and communities to encourage and enable better participation, decision making, value and progress that benefits all.
20. Just as business and individuals have had to adapt to the intrusion of Covid, so must Council be open to a new mindset to act with urgency and resolve, to be more efficient, agile, and smarter with how it spends, optimises assets, funds infrastructure, attracts capabilities and investment, and works with other councils, central government, the private sector and community to build a world-class city.
21. Council cannot go it alone. We are better together. Partnering is the way of the world.
22. Time for a new model that is fit for purpose and fair to all
23. It is time for a rethink, to look at what ratepayers can fairly fund and what working residents could and should fund rather than shunting revenue raising onto property owners.
24. It is time to identify Council responsibilities versus central Government's and eliminate the overlaps of consenting, water, roads, transport and the funding of national assets like a second harbour crossing, development of POAL and airport, gateways to the world.
25. And it is time for Council to ensure it gets the basics right to deliver superb service every time at the right cost.

26. No Aucklanders will tolerate sewage overflows, or deferment of crucial infrastructure upgrades or repairs.
27. The Future for Local Government Review provides an opportunity for an overhaul. It may be the circuit breaker so long overdue to co-design a model that works and delivers national and local services, infrastructure and amenities.
28. It will have the ability to clarify functions, roles and funding and ensure that local authorities have sufficient financial capability and capacity to carry out the responsibilities allocated to them.
29. The reviewers are already signalling that any future governance systems will need to move beyond siloes and existing structures.
30. The way forward will be to adopt new, flexible and collaborative approaches and consider governance as a shared endeavour in which many players contribute to a common cause and deserve a voice.
31. Later in the year, Aucklanders who can be motivated will elect a clutch of mainly unknown candidates, but regardless of the turnout, the largest city, the country's largest entity, will have a new, untested mayor, and intake of councillors and local board representatives.
32. Local government leaders need to come equipped with more than big passions and small ideas. They need to be high performing capable people who understand strategy and delivery.
33. They need to know the difference between power and influence and how to pull the levers when necessary and be able to build core partnerships as the business does to deliver the funding to build and implement the projects, we cannot afford to move Auckland forward.
34. They need commercial and political nous to extract best practices and values and the courage to take feedback, seek out wide views from across civil society to provide the perspectives that will make the best and bravest decisions, rather than fall in behind consensus.
35. And our civic leaders need to have a backbone and imagination to inspire, invite wide community participation instead of what the Productivity Commission described as perpetuating a "democracy deficit" and clearly articulate a vision that they are fully accountable for, and we all buy into.
36. Most importantly, the mayor must implement the vision and deliver on the promise with measurable action.
37. It is up to all of us to exercise our democratic rights at the ballot and when feedback is sought instead of staying silent. We get what we deserve.
38. The business community is ready to stand up to the plate if the door opened to offer the skills, experience and knowledge to help land a vision, workable strategy and operating models that will enable Auckland to earn a global reputation as an innovative, smart, connected, forward-looking city and region that works as a magnet to attract people, skills, businesses and investment – a place where the future is welcomed and its people will thrive.

Optimising Spend and Opportunity

39. Resurrecting the Recovery Budget, Year 2, of the \$31 billion 10-Year Budget, is suggesting, a done deal.
40. We are in a billion-dollar fiscal hole and have a debt of about \$10 billion, but it is manageable and within the narrow debt to revenue window Council is determined to manage to keep a healthy or stable credit rating.
41. This budget is about Auckland and its future and “we want to know your views and your priorities for building a world-class city,” says Council, so we trust they will listen but do not expect the powers-that-be to shift their thinking or open debate on taboos like selling or inviting investment and partnerships to develop the port or airport for the better.
42. We, however, as the voice of thousands of SMEs must represent their best interests both as commercial contributors and as residents of Auckland and our comments are made constructively.
43. This budget aims to respond to the threat of climate change with the biggest programme of climate action in Auckland’s history while addressing virus challenges and disruption and delivering critical infrastructure and services our city needs in areas like transport and water supply.
44. Council CEO Jim Stabback calls the 2022-23 budget “prudent” set against a “poignant” backdrop of uncertainty, rising inflation, increasing costs, supply chain and labour bottlenecks and very little money for new expenditure.
45. That’s what business faces every day but has to earn loyalty and custom rather than sheeting home costs and taxes to stakeholders who live, work and play here or seeking delays or postponements of essential functions.
46. The prevailing environment cannot be a reason to do as little as possible.
47. We do not want Council to be a business but businesslike, in tune with realities and the environment so they have the insight, feedback and information to continually improve, reshape and rethink priorities and actions to do what is best for stakeholders.
48. Budgeting \$2.9 billion in capital investments and \$4.8 billion operating expenditure, Council takes the nip and tuck approach with the albatross hovering of further cuts and delays to infrastructure, amenities and services.
49. We face paying for a new climate action targeted rate so a whole lot of spending can be done on converting to electric transport and planting trees to appease public and government expectations.
50. On top of that there are water quality, natural environment and waste collection increases along with the general rates increase levied against stoic residential and business property owners – and of course, the fuel tax remains even though only half the collected funds have been spent.
51. Then there is the boost to local boards to make more spending decisions on community amenities in the name of inclusion and an abundance of prudence and targeted cost savings on unidentified services and assets.

52. Council has included \$127 million in “better off” funding it will receive as part of the proposed Three Waters Reform when publicly it is decrying the blatant daylight robbery of a council owned, ratepayer funded utility being transferred into a new entity we only have a share of governance over.
53. Confused? Aucklanders need and deserve a clear explanation of the position.
54. The mayor is saying one thing publicly and Council is already counting its first receipts. We need to know that the Council as the owners of Watercare are acting in our best interests for the long term.
55. The Budget principles are firm too that there will be no increase in borrowing and Council will not consider letting go of ownership of the port and airport in the hope that dividends will return with a flourish, if not a rush.
56. It is the same logic that forecasters have counted on a resurgence of public transport users queuing for the bus, train, ferry or cycle path when they have to pay full fares or one day return to the office.
57. Council does what no business can do in a crisis. It reverts to the default position of hike costs, rates and apply special rates, defer projects and capital investment and deliver fewer services while promising some savings and disposal or recycling of underutilised assets.
58. Never mind that our world has changed, we have changed, and there are options available to do things differently with better results.
59. Aucklanders are sitting on a goldmine of assets that could be privatised, restructured into joint ventures, partnerships or other forms of commercial, public good models that deliver better returns and promote growth.
60. Our current Mayor is determined that 100 per cent Council ownership of the port that needs urgent development to be a port for the future and keep Auckland on the shipping schedules, and our airport gateway, are to be retained, at all costs.

Residents Tax to spread the load

61. Again, 600,000 business and property owners, the ratepayers, are slammed with the burden of paying for the bulk of Council’s spending and deficit through general rates rise and those targeted rates for climate action, waste base charge, water quality and natural environment.
62. Services and some assets, unidentified for the second year running, may also be slashed but we are meant to take comfort that there will be a rigorous assessment process before any action is taken. There is even a chart in the budget document.
63. The outtake is that we will pay more for less.
64. Those 600,000 business and household property owners effectively subsidise over one million other residents who use Council services, amenities and facilities.
65. This is unfair and inequitable.

66. Is it time to have a conversation about a residents' tax for people who live and work in Auckland to spread the load rather than this Clayton's choice that leaves ratepayers to fund the region?
67. Set at an average 3.5 per cent rise across all properties but closer to 3.99 per cent for residential properties whose value is rising faster than farm and lifestyle blocks, Council has tried to trivialise the increase, equating the hike to the price of a coffee for residential owners.
68. While the proportion of general rates raised against business properties will decline, an average weekly increase of over \$14, or a coffee and a flash, is nothing to be sneered at when costs are rising from rents to the minimum wage, and survival is not assured after the lockdown and lockouts suffered by so many of our enterprises.
69. Ratepayers are not fools, and can see that depending on their valuation, their bill will leap.
70. Council staff recommended an 8.0 per cent rate rise to inject another \$70-80 million per annum into Council coffers and ease cost pressures. The mayor said no, but would that one-off hike have got us over the bar and on the path to recovery and free to create a new funding model?
71. No other revenue and funding options seem to be proffered to provide respite to ratepayers paying for the freeloaders who enjoy all the benefits of living, working and playing in Auckland without paying.
72. Introducing a residents' tax and user pays for services and amenities are obvious remedies, likely to be as popular as the regional fuel tax, admittedly.
73. Consideration should be given to lifting borrowing and leveraging assets to optimise value and returns. Under this administration, even a discussion is outlawed.

Partnerships deliver benefits

74. Central government will need to take up the funding of key infrastructure. That will be a fact of life.
75. We will have to find a better way of sharing power, learning to co-exist as co-dependents, and widening representation to include the private and community sectors in the decision making and design mix.
76. The reality will be more, not less, involvement of central government in Auckland affairs, and the local government review may indeed stop the procrastination, duplications and paralysis so we get on with the future.
77. The partnerships the Chamber and other business organisations and agencies have built with government and officials during the pandemic are proof of what can be achieved when a common goal girds collective action to deliver the best results for people.
78. The Auckland Transport Alignment Plan demonstrates what can be done with the central government to get Auckland moving and more productive with billions in funding for improving key transport nodes, axis roads, rail, and electrification of public transport assets. This is on top of the Council's budget allocation.

79. As an aside, it does expose a potential efficiency and cost-saving if we were to be brave enough to look at whether there is a need in the future for an Auckland Transport, a council-controlled entity whose tentacles reach into areas that are better left to Waka Kotahi, which will end up paying for and delivering much of the infrastructure.
80. There are other areas beyond transport and infrastructure where the local and central governments are chasing each other's tail including waste management and climate change initiatives.

Climate Change Mitigation

81. Council has declared a climate emergency and committed to halving emissions by 2030, putting our money where its mouth is with a plan to raise \$574 million directly over 10 years through a climate action targeted rate and unlock a further \$471 million from the Government subsidies.
82. Without dismissing the urgency to act as responsible citizens, the Chamber questions whether they spend on electric buses, ferries, cycleways, footways, and a lot of green planting is right for these times as we come out of the pandemic crisis and into a cost-of-living crisis.
83. The promised outcomes of the decisions that seem to already have been made on how to spend the targeted rate are improved services, reduced emissions and a huge surge in public transport use with an overhaul of some bus routes to bring more people within 500 metres of a frequent bus route. Really? How will that happen or rather when will this happen?
84. We are in the Paris Accord but despite the criticisms, we are not a big polluter, contributing just 0.17% of global emissions versus China, producing 25% of global emissions, the USA 15% India emitting 7%, Russia 5% or Japan 3%.
85. Our emissions are high for our size because of greenhouse gas from animal methane from those ruminant animals that produce the dairy, lamb, wool and beef exports that underpin our GDP, help feed the world and identified by Government as critical platforms to grow to promote a successful recovery.
86. We are one of the world's best, most efficient producers of natural products and we also have the national profile, reputation and leadership to make a difference by exerting influence internationally on the big polluters.
87. We understand that Council must be seen to have a comprehensive plan to mitigate climate change impacts and business too must continually demonstrate it is worthy of its licence to do business by doing right for people, the planet and the environment.
88. But Auckland right now needs all the money it can get to put us back together again and there are pressing needs that we can act on to reduce emissions and uplift productivity and encourage the development of a connected, integrated, multi-mode transport network.

Get Moving

89. More than anything, the focus of the transport programme needs to go on catching up regardless of how we power our vehicles.

90. For well over a decade, transport infrastructure has completely failed to keep up with growth, and it has eroded our productivity and liveability.
91. Most of the transport projects Auckland needs are already on the table. Some are even underway or committed to building major arterial road links to speed up efficient freight and commuter traffic across the region and open up new neighbourhoods to new residents.
92. The challenge for the new Mayor will be to get the design and prioritisation right, and to ensure that these projects start.
93. There are five urgent transport priorities that need leadership from the new Mayor to get out of the starting blocks:

94. Get serious about congestion

Congestion is the number-one transport concern for Aucklanders, and there is no immediate solution for a city reliant on roads to get around.

The new Mayor must set firm congestion targets for Auckland, and see that progress is monitored against them.

95. No to Regional Fuel Tax: Yes to Congestion Pricing

Congestion pricing is probably the best opportunity we will have to shift the dial on Auckland's congestion, and on vehicle emissions.

It can also be put in place relatively quickly and affordably - and fill the funding gap if we abolish the inefficient, ineffective and unspent regional fuel tax that is supposed to generate \$150 million a year.

But it seems every time the momentum starts to build, congestion pricing, falls into a policy-making black hole.

96. We need the new Mayor to prevent this from happening again and be at the front of a sustained and meaningful conversation with Aucklanders about why this is the right solution.

97. Sort out rapid transit

There's no question that Auckland needs to take a giant leap forward with rapid transit, but it is far less clear that the starting point should be light rail to the Airport.

Questions abound about the project's affordability and practicality, about opportunity cost, and about why it has been prioritised over other critical rapid transit connections.

98. These concerns need to be addressed as the planning moves forward, and there is a key role for the new Mayor in asking the right questions – however inconvenient – and holding officials to account.

99. Get moving on the next harbour crossing

Auckland cannot wait for another 20 years for the next Waitemata Harbour crossing.

We need a road, not just a rail crossing, along with walking and cycling modes and it needs to be pushed along as a project of national importance.

100. Address skills shortages
Skills shortages are hurting every part of the economy, and the transport sector is one of the hardest hit. Whether it is drivers, mechanics or engineers, the lack of qualified staff is adding huge pressure to already strained supply chains.

Waste Not Want Not

101. We recognise the logic of a standardised waste and recycling collection system in Auckland, but we note that, since the Council consulted on the Annual Plan, Central Government has announced a national-level standardisation programme of its own for kerbside waste and recycling collection.
102. It is essential that the Council's standardisation plan dovetails with that of the Government, to avoid any elements having to be amended or reversed further ahead.
103. In the interests of alignment, we question whether it would have made sense to delay plans for an Auckland standardisation programme until details of the national approach are confirmed.
104. We would also like to know more about the analysis and assumptions that sit behind the proposed food waste collection system, and the predicted emissions-reduction benefits (namely, a reduction in emissions equivalent to "taking 75,000 cars off Auckland's roads each year").
105. We note that the new system would generate a significant carbon cost as a result of transport – both the additional kerbside collection services that would be required, and the transport of the waste from Auckland to Reporoa (a distance of some 230km), where the bio-energy facility is located.
106. We also note that Redvale and Whitford municipal landfills, where household refuse is currently disposed of, are also equipped to recover energy from food scraps (and all other putrescible waste), and that they do so highly efficiently.
107. We would therefore like to understand the cost of the new scheme in terms of carbon emissions, and the extent to which that cost would be offset by any emissions savings as a result of processing food waste in Reporoa versus an existing Class 1 municipal landfill.
108. Before asking Aucklanders to sign up for the scheme, the case should be made more strongly.

CONCLUSION

109. Auckland – and New Zealand – have been through a tough and painful couple of years and we want to get on with building the future, better, brighter, more caring of people and the planet and one that we want to participate and contribute to.
110. It starts right here. Hope, opportunity and change can be born out of despair.
111. We need to stop talking about a recovery budget where initiatives, imagination and courage are stifled by status quo thinking, planning and assumptions, an abundance of prudence and lack of ambition.

112. Auckland should be a city at the centre of the world, the place where the future starts, a desirable investment hub, full of opportunities, open to partnerships, a centre of excellence for new technologies and creative thinking, and a great place to live.
113. The council must lead.
114. As restrictions are progressively lifted on our Covid protection framework to signal it is safe and we can live with Covid, Council must set the pace and get thousands of staff back into the supporting and helping save thousands of small businesses who have done it so hard during lockdowns and traffic lights.
115. Government is heralding an age of partnership which the Council must get behind and reach out to the private sector, to businesses, who will work with you in the best interests of Auckland to gain momentum.
116. No one wants a return to the past. We have left it far behind as we adapted to the digital age and new ways of living.
117. Council needs to understand and live in tune with the zeitgeist, make changes for good, review priorities and act with pace to contain costs, leverage assets, devise new funding, financing and operating mechanisms that support growth and work with the community to devise a governance model that does not demand ratepayers foot the burden for the huge machinery of our local government.
118. The Chamber as the voice for a wide constituency makes our suggestions and recommendations in a positive and constructive spirit to support the liveability and viability of our city and its governance.
119. We look forward to our input being included in the final Budget document.



28 March 2022

Michael Barnett
Chief Executive
Auckland Business Chamber

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8723



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Hotel Council Aotearoa

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

We write in relation to the Annual Budget 2022/23 and, in particular to the Accommodation Providers Targeted Rate (APTR) and spending on Auckland destination marketing and events.

At present, the APTR remains suspended following the Court of Appeal's ruling (*C P Group v Auckland Council* [2021] NZCA 587) that the rate is invalid.

Since the consultation process for last year's 10-year Budget, Hotel Council Aotearoa (HCA) has made consistent and repeated offers to Auckland Council – direct to Council executives, the Mayor, and via media – to discuss in good faith alternative tourism industry funding models and to explain the hotel sector's deep opposition to the APTR. It is a complicated and nuanced issue. However, we have been informed by the Mayor's office that any such discussions cannot progress while Council's appeal to the Supreme Court is active.

In our opinion, refusal to engage is an unnecessary and short-sighted approach to an important issue for Auckland and New Zealand. HCA is not party to the APTR litigation. There is no good reason why an industry representative body and local authority should not be able to agree a reasonable protocol for discussing long-term funding options while respecting the boundaries of ongoing litigation.

Meanwhile, HCA understands that Mayor Goff has, during the course of COVID and while international tourist arrivals to Auckland are effectively nil, lobbied central government for implementation of a bed tax, presumably as a replacement for the APTR if Auckland Council loses its Supreme Court appeal. Again, this approach beggars belief, particularly when the Mayor chose to reject repeated offers by HCA for direct dialogue. Auckland Council is said to take pride in its collaboration with the business sector.

Here lies the problem: Collectively, Auckland Council is demonstrating no real desire to genuinely engage with the hotel sector or understand our ongoing concerns with the APTR, not even in the wake of a global pandemic that has decimated tourism. If "engagement" with Auckland Council as a local body is not possible, what should we do?

Against that background, HCA is disinclined to make new detailed submissions on the 2022/23 Budget. Our submission in March 2021 about the APTR remains accurate and relevant today, although we note that Auckland hotel performance decreased even further in the 12 months to February 2022. HCA remains willing and ready to meet with any and all Councillors who wish to better understand the hotel sector, our opposition to the APTR and our thoughts on better funding solutions for Auckland.

In addition to reaching out to individual councillors, HCA intends to elevate the issues of destination marketing, events funding and hospitality industry support during the upcoming 2022 local body elections. Auckland ratepayers have experienced first-hand what the absence of tourists does to their centre-city. A vibrant visitor economy benefits everyone, not just the very small group of ratepayers that are accommodation sector investors.

HCA intends to canvas aspiring mayoral candidates in the hope that new leadership will free Auckland Council to step back from its blinkered obsession with hotel bed taxes. HCA will also facilitate dissemination of how councillors have voted on key issues affecting the hospitality sector during COVID. Such issues include whether to suspend or remove the APTR, and whether to fully fund destination marketing from general rates in the aftermath of once-in-a-lifetime global pandemic.

In closing, HCA submits that Auckland Council should:

- demonstrate genuine support for recovery of the Auckland visitor economy by permanently removing the APTR now;
- fully fund destination marketing and events from the 2022/23 period from general rates (consistent with the practice of other local authorities throughout New Zealand) or by making minor adjustments to future capital expenditure plans; and
- accept HCA's repeated offer to work collaboratively on agreeing principles for a fair, reasonable and nationally-endorsed funding model for the tourism economy that draws upon international best-practice and robust research.

If any councillor wishes to take up HCA's offer of dialogue on these issues, please contact me direct.

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interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

28 March 2022

By email only: akhaveyoursay@aucklandcouncil.govt.nz

Annual Budget 2022/23 and Accommodation Provider Targeted Rate

We write in relation to the Annual Budget 2022/23 and, in particular to the Accommodation Providers Targeted Rate (APTR) and spending on Auckland destination marketing and events.

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Yours Sincerely
Hotel Council Aotearoa



James Doolan, Strategic Director
james@hotelcouncilaotearoa.com



8724



Annual budget 2022/2023

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Organisation (if applicable): NZ Human Rights

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Your feedback

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What do you think of this proposal?

Tell us why: See attachment for more info

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Tell us why:

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Submission on Auckland Council Climate Action Targeted Rate

28 March 2022

Submission of Te Kahui Tika Tangata
| Human Rights Commission



**NZ
Human
Rights.**

Human Rights Commission
Te Kāhui Tika Tangata

Submission of the Human Rights Commission on Auckland Council Climate Action Targeted Rate

28 March 2022

The New Zealand Human Rights Commission (the Commission) is established and operates under the Crown Entities Act 2004 and the Human Rights Act 1993. The Commission is accredited as an 'A status' national human rights institution under the Paris Principles. Information about the Commission's activities can be found on our website: www.hrc.co.nz

Whatungaro te tangata, toitū te whenua

(People disappear from sight, but the land remains)

Introduction

1. Te Kahui Tika Tangata the Human Rights Commission ('the Commission') welcomes the opportunity to provide this submission to Auckland Council on the Auckland Council Climate Action Targeted Rate ('CATR') and climate action package as part of the Annual Budget 2022/2023.
2. CATR is proposed to fund a \$1 billion climate action package. The median Auckland household will pay \$1.10 a week over 10 years through the CATR to raise \$574 million, with another \$471 million raised through central government co-funding and other sources. CATR aims to deliver: ¹
 - 170,000 more Aucklanders living within 500m of a frequent bus route
 - \$122 million to accelerate decarbonisation of the ferry fleet, which accounts for 21 per cent of Auckland's emissions from public transport
 - \$228 million for walking and cycling
 - \$13.3 million for urban ngahere, māra kai (food gardens) and tiny forests
 - New frequent bus services in Manukau, Manurewa-Papakura, Maungakiekie-Tāmaki, Waitākere, Whau, Albert-Eden-Puketāpapa, Rodney, Albany, Ōrākei, and Franklin wards and service level improvements throughout Auckland
 - An additional 66 low-emissions buses for Tāmaki Makaurau
 - An additional 18km of safe cycle facilities
 - Up to 35km of walking connectivity improvements
 - 14,800 native mature trees with a focus on areas with the most heat vulnerability and lowest canopy cover (mainly in south Auckland).
3. The Commission supports climate action to reduce emissions and prepare for the impacts of climate change. Climate change poses considerable threats to human rights, both in New Zealand and globally; with the largest impact being on groups who are already marginalised and vulnerable.
4. While the Commission is supportive of the proposed CATR - in particular the inclusion of addressing inequities in the principles; it believes that the policy could be strengthened through implementing a Te Tiriti o Waitangi and human rights-based approach. The Commission makes submissions on the following matters:
 - Te Tiriti o Waitangi

¹ <https://ourauckland.aucklandcouncil.govt.nz/news/2021/11/mayor-goff-outlines-billion-dollar-climate-action-package/>

- Human Rights
- Equity
- Urgency

Recommendations

The Commission supports the climate action targeted rate and package, and recommends the following:

- Partnership with mana whenua is strengthened and continues throughout the 10-year implementation.
- Mana whenua are allocated funding to lead their own emission reduction/whenua restoration projects.
- Auckland Council partners with mana whenua as equals in the implementation of cycle and walking infrastructure, urban ngahere, māra kai, tiny forests, and any future additions to the climate action package.
- Climate solutions are grounded in human rights, equality and non-discrimination; the participation of those most affected; the equitable sharing of costs, burdens and benefits; and accountability.
- consideration of economic and social rights such as the right to adequate housing, food and water, work, social security, health and education in climate change policy response. Those disproportionately impacted by climate change must be included in decision-making to enable tailored action that addresses these broader social impacts.
- Immediate action is taken on climate change, as is being proposed through CATR and the climate package as part of the Annual Budget 2022/2023.

Te Tiriti o Waitangi

- Climate justice engages Auckland Council's obligations under te Tiriti o Waitangi and the United Nations Declaration of the Rights of Indigenous People (UNDRIP).² Auckland Council's partnership with mana whenua is essential to creating equitable climate action, as is honouring

² UNDRIP https://www.un.org/development/desa/indigenouspeoples/wp-content/uploads/sites/19/2018/11/UNDRIP_E_web.pdf

UNDRIP is the most comprehensive, globally supported, and legitimate international legal instrument setting out the rights of indigenous peoples. The Waitangi Tribunal in [Wai 2417](#) has described the Declaration as "perhaps the most important international instrument for Māori people" and has taken its articles into account when assessing State actions. The Supreme Court of New Zealand has also referred to the Declaration when interpreting the way New Zealand law affects Māori legal rights and interests (*Ngāti Whātua Ōrākei Trust v Attorney-General* [2018] NZSC 84). The Declaration reflects human rights expressed in a range of international treaties which are binding on New Zealand.

the tino rangatiratanga and other rights of mana whenua that are affirmed in te Tiriti and UNDRIP.

6. In 1840, Te Tiriti o Waitangi was entered into by approximately 540 Māori rangatira and the Crown. Article 1 of Te Tiriti extended kāwanatanga rights to the Crown, which granted the Crown the authority to reside in Aotearoa in order to govern its peoples under its own laws, subject to Māori tino rangatiratanga (absolute authority including self-determination). Tino rangatiratanga stems from inherent rights and whakapapa connections to land and the natural environment, thus rangatiratanga entails Tangata Whenua to manaaki (care for) and tiaki (protect) their land, whānau, hapū, iwi and communities.
7. It was envisioned that the two systems of authority would operate in unison simultaneously. Both partners to Te Tiriti understood that Māori remained the sovereign authority and maintained their tino rangatiratanga to govern and enforce their own tikanga (including laws) within Aotearoa.
8. The report of the Independent Monitoring Mechanism regarding the implementation of UNDRIP in Aotearoa New Zealand recommended “active protection of Te Tiriti obligations in the further development, execution, monitoring and review of its climate crisis mitigation/adaptation efforts”³
9. Article 2 of Te Tiriti o Waitangi and Article 3 of the United Nations Declaration of the Rights of Indigenous People (UNDRIP) affirm the rights of tangata whenua to tino rangatiratanga and self-determination over their whenua, resources, and taonga. There are also a number of relevant obligations under UNDRIP and Te Tiriti to climate action, including:
 - Article 25 of UNDRIP: Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources.⁴
 - Article 29 of UNDRIP: the conservation and protection of the environment and productive capacity of lands and resources is protected.⁵
 - Article 37 of UNDRIP: Indigenous peoples have the right to the recognition, observance, and enforcement of treaties and to have States honour and respect such treaties.⁶

³ EMRIP https://www.ohchr.org/Documents/Issues/IPeoples/EMRIP/Session11/EMRIP_CRP.2.docx

⁴ UNDRIP https://www.un.org/development/desa/indigenouspeoples/wp-content/uploads/sites/19/2018/11/UNDRIP_E_web.pdf

⁵ Ibid.

⁶ Ibid.

- The Declaration aligns with Te Ao Māori (the Māori worldview) including the inter-relationship between people and the natural world and kaitiakitanga (guardianship) of these natural resources.
 - Further, many Māori cultural heritage sites and access to kai moana (which are deeply connected with Māori identity) are in coastal low-lying lands. Rising sea levels affect coastal communities and seasonal weather patterns disrupt food systems and resources relied on by Māori communities. The connection tangata whenua have to their land and the consequences of colonisation mean tangata whenua are disproportionately affected by climate change. Auckland Council (as a delegate of the Crown⁷) has a duty under Te Tiriti and UNDRIP to partner with mana whenua to actively protect Māori rights and interests affected by climate change.
10. The Commission is pleased to see the involvement that the Tāmaki Makaurau Mana Whenua Forum had with the creation of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which CATR draws heavily on. Partnership with mana whenua in the planning phase is the first step to honouring the articles of te Tiriti and UNDRIP that are mentioned above (9). However, it is important that Te Tiriti partnership does not end here. **Therefore, the Commission recommends that partnership with mana whenua doesn't end at the consultation phase but is strengthened to continue throughout the 10-year implementation.**
11. Further, Crown-Māori relationships must be elevated to substantive partnership and equitable shared decision-making in the implementation of CATR. Article 2 of Te Tiriti sets out that Māori have the right to undisrupted tino rangatiratanga. This includes autonomy and authority over their own whenua. **Therefore, the Commission recommends that Mana whenua are allocated funding to lead their own emission reduction/whenua restoration projects.**
12. An example from overseas is the indigenous led land-based education in Canada which was targeted first at indigenous youth and then expanded to all Canadians. The Canadian Commission for UNESCO's report on the project said, "Indigenous land-based education holds the potential to create a new generation of Canadian citizens that have never been seen before by immersing them in a respect-based worldview of the land from their earliest days."⁸
13. The Commission is pleased to see how CATR incorporates equity and adaptation into its plans to lower emissions, for example through heatmap based tree planting. Equitable approaches such as the heatmap based tree planting is important for honouring te Tiriti. Article 3 of Te Tiriti guarantees Māori all the rights and privileges of British subjects including the right to equity. Through focussing on communities with low tree coverage for planting it both reduces net emission and better prepares all areas of Tamaki Makaurau Auckland for the increasing

⁷ Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan pg. 29

⁸ UNESCO Report <https://en.ccunesco.ca/idealab/indigenous-land-based-education#:~:text=Indigenous%20land%2Dbased%20education%20holds,land%20from%20their%20earliest%20days>.

temperatures climate change has begun to create. This is significant to tree planting considering many of the communities that have been historically neglected (and therefore have less tree cover and adaptability to high temperatures) are communities with a high Māori population. The Commission recommends that this holistic approach, where both emission reductions and human rights are considered, is taken further and applied to walking and cycling infrastructure in regard to te Tiriti.

14. Te Ao Māori (the Māori world view) is also of fundamental importance to understanding the human rights dimensions of climate change. There is synergy between the fundamental tenets of Te Ao Māori, Te Tiriti and the Declaration. The Commission also acknowledges that tikanga, kawa, customs and practices vary between iwi and hapū. Indeed, it is for mana whenua to determine how their customs and practices are interpreted and applied in different circumstances. Central to Te Ao Māori is the spiritual belief that human beings descend from Papatūānuku (the earth) and elements of the natural world. Standards of conduct according to tikanga Māori (Māori system of values, practices and norms that regulate social behaviour)⁹ vary among different hapū and iwi but are underpinned by core common values such as whakapapa, whanaungatanga, kaitiakitanga and mana.¹⁰ Whakapapa (genealogy) and whanaungatanga (kinship, relationships and responsibilities) have been described as “the glue holding the Māori world together”.¹¹ They underpin a world view where humans are genealogically connected to the natural world, and relationships – between people (past, present and future generations), and between people and natural resources – are of central importance. Kaitiakitanga (stewardship, guardianship) is a system of reciprocal rights and responsibilities that stem from those relationships, and which entail intergenerational obligations and also spiritual dimensions. The exercise of mana (authority, power, leadership) is also tied to the maintenance of these relationships and responsibilities. These core values speak to an indivisible relationship between Māori and whenua and are reinforced by the principles of the Declaration.
15. Prior to colonisation, mana whenua lived sustainably in Tāmaki Makaurau for over 1000 years¹² and had a kaitiakitanga relationship with Papatūānuku.¹³ Through colonisation tangata whenua were no longer able to exercise their kaitiakitanga relationship with their land. There is opportunity within the components of the climate package to build relationship between Aucklanders and the whenua they live on.

⁹ The Independent Working Group on Constitutional Transformation, He Whakaaro Here Whakaumu Mo Aotearoa: The Report of Matike Mai Aotearoa (2016), at 40 states “tikanga may be defined as both a law and a discrete set of values. As a practical law it influenced everything from the political organisation of Iwi and Hapū to the social interactions of individuals. As a set of values it summed up what was important in the Māori world view – it is the “ought to be” of Māori existence.”

¹⁰ Te Aho, L., ‘Tikanga Māori, Historical Context and the Interface with Pākehā Law in Aotearoa/New Zealand’, in (2007) 10 Yearbook of New Zealand Jurisprudence.

¹¹ Justice Joseph Williams, Harkness Henry

¹² Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan pg. 9

¹³ The earth mother

16. Walking and cycling infrastructure can connect communities and lower emission. When partnered with mana whenua however, they can also educate Aucklanders on the whakapapa of the whenua they live on. This is one step to rebuilding the relationship between people and whenua that was lost in colonisation. Inversely, if mana whenua are not partnered with infrastructure could end up being built over and destroying wahi tapu¹⁴. This would be an infringement on article 15 of the International Covenant on Economic, Social and Cultural Rights (ICESCR) which guarantees all people the right to take part in their cultural life¹⁵ as well as article 8 of UNDRIP which guarantees indigenous people the right not to be subjected to the destruction of their culture. **Therefore, the Commission recommends that Auckland Council partners with mana whenua as equals in the implementation of cycle and walking infrastructure, urban ngahere, māra kai, tiny forests, and any future additions to the climate action package.**

Human Rights Approach

17. Climate change threatens the effective enjoyment of all human rights and thus it is essential that the response to climate change ensures consideration and protection of human rights. Climate change impacts, directly or indirectly, the human rights to the environment¹⁶, life, access to water, sanitation and food, human health, housing, self-determination, culture, accessibility and inclusion, security, and economic and social development.¹⁷ States through domestic and regional laws and policies have obligations under human rights¹⁸ to prevent the foreseeable adverse effects of climate change and ensure that those affected by it, particularly those in vulnerable situations, have access to effective remedies and means of adaptation to enjoy lives of human dignity.¹⁹
18. Any policy to address climate change must respect, protect, promote and fulfil human rights. The preamble to the Paris Agreement acknowledges this where it states:

Acknowledging that climate change is a common concern of humankind, Parties should, when taking action to address climate change, respect, promote and consider their

¹⁴ These are places important for Māori cultural life. They are sacred in the traditional, spiritual, religious, or ritual sense, often due to death.

¹⁵ ICESCR, pg. 5 <https://www.ohchr.org/sites/default/files/cescr.pdf>

¹⁶ On 8 October 2021 the Human Rights Council adopted a landmark resolution recognizing the human right to a clean, healthy and sustainable environment, an important step in securing enjoyment for all people of a safe and stable climate, healthy ecosystems, a non-toxic environment, and access to justice and participation in environmental matters.

A/HRC/48/13. A Special Rapporteur on climate change was created in 2021 to advance efforts to address negative human rights impacts of climate change and promote rights-based climate action (A/HRC/48/14).

¹⁷ As emphasised by the United Nations Human Rights Council in a 2011 resolution: “climate change-related impacts have a range of implications, both direct and indirect, for the effective enjoyment of human rights.” Human Rights Council, “18/... Human rights and climate change”, 26 September 2011, A/HRC/18/L.26 at preamble. See also:

<https://www.ohchr.org/en/statements/2014/12/statement-united-nations-special-procedures-mandate-holders-occasion-human?LangID=E&NewsID=15393>

¹⁸ Climate change intersects with New Zealand’s international obligations under several human rights treaties. These include the International Covenant on Civil and Political Rights (ICCPR), International Covenant on Economic, Social and Cultural Rights (ICESCR), Convention on the Elimination of All Forms of Racial Discrimination (CERD), Convention on the Elimination of All Forms of Discrimination against Women (CEDAW), Convention on the Rights of the Child (CRC) and Convention on the Rights of Persons with Disabilities (CRPD). It also engaged human rights obligations under UNDRIP, as outlined in the Te Tiriti o Waitangi section above.

¹⁹ <https://www.ohchr.org/en/issues/hrandclimatechange/pages/hrclimatechangeindex.aspx>

respective obligations on human rights, the right to health, the rights of indigenous peoples, local communities, migrants, children, persons with disabilities and people in vulnerable situations and the right to development, as well as gender equality, empowerment of women and intergenerational equity.

19. The Human Rights Council has adopted a series of resolutions on human rights and climate change, calling (among other things), for States to consider human rights within the context of the United Nations Framework Convention on Climate Change (UNFCCC).²⁰ Understanding and addressing the human consequences of climate change are fundamental and therefore, climate change cannot be effectively addressed without protecting human rights, including the principle of climate justice.²¹ This must include accountability for polluters, redress for victims, and protection of the vulnerable in all prevention, response, mitigation and remedial measures.²²
20. The benefits of applying a human rights framework into climate planning have been articulated by the United Nations:²³

Applying human rights in the context of climate change brings many benefits. It moves the rights of affected individuals and communities centre stage in all response strategies. The human rights framework focuses our attention on the rights of the most vulnerable and marginalized individuals and groups requiring adaptation policies and measures, inclusive disaster risk reduction planning and resilience strategies on the basis of non-discrimination and equality. Climate justice sees the effect and causes of climate change in relation to the concept of justice, namely, whether the rights of most marginalized and vulnerable populations are taken into account when implementing response measures and whether such measures are fair, equitable and transparent.

21. Populations living in areas that are particularly prone to climate change face greater levels of uncertainty and social disruption. These social stressors heighten the risk of community discontent, growing inequality and greater levels of deprivation among some groups which can lead to nationalist, xenophobic, racist and other responses.²⁴ For these reasons, maintaining a strong commitment to human rights is essential in climate change response.²⁵

²⁰ A/HRC/RES/38/4. It also called for States to adopt a comprehensive, integrated and gender-responsive approach to climate change adaptation and mitigation policies.

²¹ OHCHR *Statement of the United Nations Special Procedures Mandate Holders on the occasion of the Human Rights Day, Geneva, 10 December 2014* (9 December 2014) available at: <https://www.ohchr.org/en/statements/2014/12/statement-United-nations-special-procedures-mandate-holders-occasion-human?LangID=E&NewsID=15393>

²² <https://www.ohchr.org/Documents/Issues/ClimateChange/FactSheetClimateChange.pdf>

²³ OHCHR *Statement of the United Nations Special Procedures Mandate Holders on the occasion of the Human Rights Day, Geneva, 10 December 2014* (9 December 2014) available at: <https://www.ohchr.org/en/statements/2014/12/statement-United-nations-special-procedures-mandate-holders-occasion-human?LangID=E&NewsID=15393>

²⁴ Human Rights Council, "Climate change and poverty: Report of the Special Rapporteur on extreme poverty and human rights", 25 June 2019, A/HRC/41/39 at [65]-[66].

²⁵ Ibid.

22. Human rights can be threatened through mitigation and adaptation measures seeking to reduce, control and prevent climate change and its impacts. Where such measures are adopted without the full and effective participation of concerned individuals and communities, they can result in violations of human rights and may lead to the adoption of measures that are unsustainable and not responding to the needs of rights-holders.²⁶ The ICCPR and other international human rights instruments establish that participation and access to information are human rights. The importance of participation and access to information in environmental matters has been frequently reaffirmed, including by Rio Principle 10 and the Paris Agreement.²⁷
23. The Commission welcomes the current consultation process surrounding CATR and the participation surrounding into the Auckland Council Climate Plan, including with mana whenua and rangatahi. However, it is important that informed, inclusive and effective participation of all persons affected continues to be a priority in climate action decision-making processes at Auckland Council, including the allocation of CATR funds and future climate packages.
24. Accountability is a crucial feature of good governance, democracy and human rights. Constructive accountability requires monitoring, independent review in relation to agreed standards and remedial action. It is important that climate initiatives, including those proposed for the CATR, are assessed against Te Tiriti o Waitangi, indigenous rights and human rights standards. Accountability requires transparency in planning and reporting, and these must be accessible. It is important that the planning and monitoring of CATR and climate action by the Council is publicly available and monitoring against this framework is transparent to enable constructive accountability.
25. The Council's impacts on climate change would be strengthened by a broader human rights-based approach to guide policy measures designed to address climate change. To this end **the Commission recommends that climate solutions are grounded in human rights, equality and non-discrimination; the participation of those most affected; the equitable sharing of costs, burdens and benefits; and accountability.**

Equity

26. Equity is an important human rights principle. The Commission welcomes the inclusion of addressing inequity as one of the principles for allocating funding from CATR. The Commission wishes to emphasise the need for broader human rights impacts of climate change, including economic and social impacts, to be considered when assessing inequity. In order to successfully do this, it is essential that those disproportionately impacted by climate change are included in decision-making to ensure tailored action which addresses specific concerns.

²⁶ <https://www.ohchr.org/en/statements/2014/12/statement-United-nations-special-procedures-mandate-holders-occasion-human?LangID=E&NewsID=15393>

²⁷ <https://www.ohchr.org/sites/default/files/Documents/Issues/ClimateChange/HR-environment-COVID19.pdf>

27. It has been recognised that the effects of climate change will be felt most acutely by those segments of the population who are already in vulnerable situations.²⁸ Those groups that are already marginalized and living in vulnerable situations, as a result of pre-existing inequalities and inequities, are even more affected and have less favourable conditions or reduced capacities to adapt to and to mitigate the consequences of climate change.²⁹ Factors such as geography, poverty, gender, age, ethnicity or race, nationality of birth or social status, indigenous or minority status and disability may further aggravate those consequences.³⁰
28. For example, the Climate Change Adaptation Technical Working Group, administered by the Ministry for the Environment, has found that Tangata Whenua communities are particularly vulnerable and disproportionately affected by the adverse impacts of climate change and have less capacity to adapt because:
- There is heavy reliance on Māori land and the natural world as the cornerstone of cultural, social and economic frameworks.
 - Impacts are felt more widely in less resilient communities due to lower socioeconomic conditions in many areas.
 - Significant changes in natural cultural indicators affect Mātauranga Māori.³¹
29. The Auckland Council Climate Plan recognises climate change as a social issue and one that impacts the most vulnerable.³² This sentiment is reflected by human rights bodies and documents. For example, the Paris Agreement and the UN Special Rapporteur on Extreme Poverty and Human Rights highlighted that climate change will have devastating consequences for people in poverty and exacerbate inequality.³³ The Rapporteur emphasised the importance of including economic and social rights in climate change policy in order to reduce the impact of climate change on those in poverty:³⁴

As people's access to food, land, water, health care, housing, and education are threatened or destroyed, there will be an ever-greater need for principled policies that ensure respect for economic and social rights. The sorts of transformational policies called for, with the concomitant need for a more equal distribution of resources and the satisfaction of essential needs, will also demand much more systematic engagement with these rights than most governments or human rights groups have so far considered. Coping with the unavoidably dramatic impacts of climate change will be much harder if people's economic and social rights are not protected. This

²⁸ Human Rights Council, "18/... Human rights and climate change" 26 September 2011, A/HRC/18/L.26 at preamble

²⁹ https://www.ohchr.org/sites/default/files/Documents/Issues/ClimateChange/S1900999_en.pdf;

³⁰ Human Rights Council, "18/... Human rights and climate change", 26 September 2011, A/HRC/18/L.26 at preamble

³¹ Climate Change Adaption Technical Working Group, "Adapting to Climate Change in New Zealand", May 2018, <https://www.mfe.govt.nz/sites/default/files/media/Climate%20Change/ccatwg-report-web.pdf> at 52

³² Climate Plan, p 11.

³³ Paris Principles, Preamble; see also Article 2; Human Rights Council, "Climate change and poverty: Report of the Special Rapporteur on extreme poverty and human rights", 25 June 2019, A/HRC/41/39

³⁴ At [67].

applies doubly in the case of those living in poverty whose plight is almost certain to be greatly exacerbated. There is a strong case for advance planning and strategizing around these challenges, but very little evidence that it is being undertaken.

30. The consequential impact of measures aimed at addressing climate change must be considered to ensure they do not lead to disproportionate impacts upon the most vulnerable. For example, effective increases in the cost of carbon generally flow through into higher costs for goods and services which place particular burdens on those with the lowest disposable incomes. A human rights approach requires that those people disproportionately impacted by climate change must be included in decision-making to allow for tailored action that addresses specific concerns relating to the adverse impacts of climate change, including the broader social impacts of climate change.³⁵
31. The Commission supports measures proposed through CATR funding to address inequity, such as improved access to public transport and increased canopy coverage (as outlined in the Te Tiriti o Waitangi section). These are important steps in reducing carbon emissions and consequently reducing the human rights impacts of climate change. However, **the Commission emphasises the importance of consideration of economic and social rights such as the right to adequate housing, food and water, work, social security, health and education in climate change policy response. Those disproportionately impacted by climate change must be included in decision-making to enable tailored action that addresses these broader social impacts.**

Urgency

32. Auckland Council unanimously declared a Climate Emergency in June 2019 to recognise the region's role in limiting global temperature rise to 1.5. To achieve this, the Council has committed to halving emission by 2030 and to reach net zero emission by 2050 degrees, in line with our international obligations and domestic legislation.³⁶ The Commission believes that CATR is a step in the right direction and failing to pass it would seriously jeopardise the Council's ability to uphold its commitment.
33. The Intergovernmental Panel on Climate (IPCC) 2022 report was clear that "[t]he cumulative scientific evidence is unequivocal: Climate change is a threat to human well-being and planetary health. Any further delay in concerted anticipatory global action on adaptation and mitigation will miss a brief and rapidly closing window of opportunity to secure a liveable and sustainable future for all." Furthermore, the UN Special Rapporteur on Extreme Poverty and Human Rights

³⁵ See for example reports of the Office of the United Nations High Commissioner for Human Rights: [analytical study on the rights of persons with disabilities in context of climate change](#); the [analytical study on the rights of persons with disabilities in context of climate change](#) and [analytical study on gender-responsive action](#).

³⁶ Climate Change Response (Zero Carbon) Amendment Act 2019

highlighted that climate change threatens the future of human rights and risks undoing the last fifty years of progress in development, global health, and poverty reduction.³⁷

34. Sustainable Development Goal (SDG) 13 also calls for urgent action to combat climate change and its impacts within the larger context of the 2030 Agenda. The New Zealand Government has made an international commitment to meeting SDG 13 through the achievement of carbon neutrality by 2050.³⁸
35. **Therefore, the Commission considers that it is crucial for the protection of human rights that immediate action is taken on climate change, as is being proposed as part of the Annual Budget 2022/2023 through CATR.**

³⁷ Human Rights Council, "Climate change and poverty: Report of the Special Rapporteur on extreme poverty and human rights", 25 June 2019, A/HRC/41/39 at [13]

³⁸ Ministry of Foreign Affairs and Trade, New Zealand Voluntary National Review 2019, p 91-95, accessed <https://www.mfat.govt.nz/assets/Peace-Rights-and-Security/Our-work-with-the-UN/Sustainable-Development-Goals/New-Zealand-Voluntary-National-Review-2019-Final.pdf>



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Campaign For Better Transport

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

On behalf of the Campaign for Better Transport Incorporated (CBT), we would like to thank Auckland Council for the opportunity to submit on the 2022/2023 Budget, both in person and through the below submission.

The CBT is an apolitical advocacy group lobbying for transport improvements in New Zealand, with a specific focus on Auckland.

Our submission will primarily focus on the transport side of the Budget, but we do acknowledge that other areas are of importance and that Council need to balance out the competing needs of each area to implement a Budget that achieves the most for Auckland out of limited resources.

Expanded Bus Service

The CBT welcomes the proposal to improve bus services throughout Auckland. It is pleasing to see there will be 9 new frequent bus routes in addition to the 6 new frequent bus routes expected to be rolled out soon. It is also pleasing to see that much of Auckland will have a minimum of a bus every 30 minutes between 6am and 11pm, seven days a week. Council has noted that improving frequency increases our chances of attracting patrons to the system. This also acts to reverse the bus service cuts which had been rolled out every year it seems

The CBT would like to see progress made toward the implementation of 24-hour bus routes along some key corridors. Corridors we think would be worth implementing 24-hour bus service on in due course include:

- Route NX1 (Auckland to Silverdale)
- Route 110 (Auckland to Westgate)
- Route 18 (Auckland to New Lynn)
- Route 25L (Auckland to Lynfield)
- Route 70 (Auckland to Botany)
- Route 333X (Auckland to Otahuhu)
- Route 33 (Otahuhu to Papakura)
- The Inner Link
- The Tamaki Link
- The Airport Link

At present, one of the key drawbacks for someone contemplating a car free life is the lack of bus service late at night, meaning they need to pay a large amount of money on taxi or Uber fares.

These corridors would ensure 24-hour public transport service covering a decent portion of Auckland and would be useful to a variety of potential passengers including people out late at night for leisure, shift workers and people travelling to the Airport (noting that prior to the pandemic, Auckland International had overseas flights from 4am through to midnight). Even for people not within immediate walking distance of these routes, it would reduce the cost to the average person travelling without a car late at night.

While the CBT would like to see 24-hour bus service implemented sooner rather than later, we would be pleased if even one or two routes are considered each year – this would mark a move in the right direction.

Capital Expenditure

The CBT is disappointed at the lack of funds being set aside for the creation of further bus lanes. While we agree public transport service frequency is one element which discourages people from using public transport, another key element is the lack of speed of public transport services which we have previously commented on. There needs to be a considerable degree of urgency placed on the creation of further bus lanes and other bus priority measures if Auckland is going to achieve the level of mode shift needed to reduced carbon emissions. In addition, many of these measures could be implemented at low cost.

Another area of capital expenditure which needs to be addressed is the creation of easier ad hoc interchanges between bus services. An example of where this is happening is along the Northwestern Motorway, however this does not necessarily require the spending of large amounts of money and might be as simple as relocating bus stops to points nearer intersections and providing shelter between the two – this might require amounts in the hundreds of thousands as opposed to the millions or tens of millions.

Fares

While not included in the budget document, the CBT welcomes the freeze in fares for 2022. We do consider fares need to be revisited at some point with the aim of having a more equitable and affordable fare system; at present, fare are often unjustifiably high and often shorter trips can be more expensive than longer trips (e.g., a person living in Otara and working at Sylvia Park pays a higher public transport fare than a person living in New Lynn and working in Newmarket). This inequity is manifest in empty public transport vehicles and people complaining about the price of public transport.

In addition, this is likely to become a more apparent issue as people move toward the use of electric cars. The marginal cost of operating an electric car according to Inland Revenue is 9 cents per kilometre while the marginal cost of operating a petrol or diesel car is 27 cents per kilometre¹. On this basis, the marginal cost of using a petrol or diesel car is less than using public transport for a distance of less than 8.15 kilometres – and where a zone boundary is crossed, this distance grows dramatically.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



Campaign For Better Transport

28 March 2022

AK Have Your Say
Auckland Council
AUCKLAND

Sent via email: akhaveyoursay@aucklandcouncil.govt.nz

Dear Sir/Madam

ANNUAL BUDGET 2022/2023

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At present, one of the key drawbacks for someone contemplating a car free life is the lack of bus service late at night, meaning they need to pay a large amount of money on taxi or Uber fares. These corridors would ensure 24-hour public transport service covering a decent portion of Auckland

and would be useful to a variety of potential passengers including people out late at night for leisure, shift workers and people travelling to the Airport (noting that prior to the pandemic, Auckland International had overseas flights from 4am through to midnight). Even for people not within immediate walking distance of these routes, it would reduce the cost to the average person travelling without a car late at night.

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In addition, this is likely to become a more apparent issue as people move toward the use of electric cars. The marginal cost of operating an electric car according to Inland Revenue is 9 cents per kilometre while the marginal cost of operating a petrol or diesel car is 27 cents per kilometre¹. On this basis, the marginal cost of using a petrol or diesel car is less than using public transport for a distance of less than 8.15 kilometres – and where a zone boundary is crossed, this distance grows dramatically.

¹ <https://www.ird.govt.nz/income-tax/income-tax-for-businesses-and-organisations/types-of-business-expenses/claiming-vehicle-expenses/kilometre-rates-2020-2021>



Campaign For Better Transport

If you have any queries about the submission, please contact me at convenor@bettertransport.org.nz.

Yours faithfully

The Campaign for Better Transport Incorporated

Jodi Johnston (Mr.)
Convenor

Campaign for Better Transport:

- Welcome proposed. Happy to see nine new bus routes.
- See reveal of bus services cuts. Good to see a market change. Think next step is to implement 24hrs bus routes within certain bus corridor i.e. northern express. Something that could be looked at next few years. This will help people to live 'car free'.
- Are disappointed from the 'capital' side. One issue is lack of speed of public services. Also need a fund for 'ad hoc' bus services (i.e. bringing bus stops closer together).
- Would welcome 'freeze fare 2022'. Not in favour of general service cuts

3:30pm



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Blind Citizens Auckland Branch

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? I don't know

Tell us why: As we have not surveyed our members we don't know their opinions about the targeted rate. However, please read our further comments.

We welcome Auckland Council's commitment to its Climate Response Plan and to taking the required measures to both mitigate climate change and improve the environmental quality of life for all Aucklanders.

Climate change will have an adverse impact on disabled people if, for example, we have to move away from topographically flat areas to more hilly, less accessible ones.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding

- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? I don't know

Tell us why: As we have not surveyed our members we don't know their opinions about the levers council might use to manage budget pressures. However, please read our further comments.

We recognise that rates revenue will need to be maintained to continue providing Council services to Aucklanders at a time of great economic and social stress. The balance must be struck between doing this and impacting on the already stretched incomes of many low-income households with blind and low vision members. We ask that Council lobbies Government to increase the level of rates relief grants available through the Department of Internal Affairs for low-income ratepayers.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? I don't know

Tell us why: We were concerned that the Emergency Budget in mid 2020 had to make cuts to essential services such as libraries and maintenance of infrastructure, including footpaths, parks and other public spaces. We are pleased to see that there is some movement towards recovery in this Budget. Nonetheless, in our experience any cuts to services disproportionately hurt blind and low vision people and other marginalised communities. We ask that remaining service cuts be reversed. We urge Council to ensure that this budget cycle strives towards a return of spending to pre-COVID levels.

Ongoing infrastructure maintenance should be prioritised in the budget. This includes accessibility improvements to council buildings, footpaths, regional and public parks, roads, environmental regeneration, and public transport.

Thinking about maintenance of infrastructure, we urge council to keep clean council's drains. Council trees should not drop leaves and branches on to footpaths. Slippery, even flooded footpaths, are too often discovered by our members only when we walk on them.

We ask that Auckland Council restores its population group advisory positions, and in particular the disability advisor positions which were disestablished against the wishes of the disability community in 2018.

In line with Article 4.3 of the Disability Convention, we ask that Auckland Council involves the Disability Advisory Panel, disabled people and disabled people's organisations in a co-design process around the key elements of implementing this budget.

We ask that Auckland Council resources programmes that promote community cohesion, non-discrimination, and development. These include programmes run by and for and aimed at Māori, Pacific, ethnic communities, older people, LGBTQI+ and disabled people, amongst others.

We draw attention in particular to libraries which serve as not only centres of knowledge but also enjoyment and community connection. Libraries are an essential element in the lives of many blind and low vision Aucklanders as they give many of us a space to connect with other people, borrow books and other resources that we could not otherwise afford. We can use services such as internet-connected computers and free wi-fi for mobile phones that are essential to maintain contact with family/whānau, friends, and support services.

Thinking about council owned or council leased facilities, please ensure they are fully accessible and include modern audio-visual equipment that meets the needs of the wide range of community members.

We ask council to work with Auckland communities, social agencies and central government to prioritise the building of more social housing that is universally designed and fully accessible to accommodate the full spectrum of people, including disabled people.

The arts and culture sector has been almost devastated by COVID-19. The blind and low vision community has truly enjoyed the outreach to and inclusion of our community by the arts and culture sector, especially over the past decade with the introduction of audio description. We urge council to increase its support to the arts sector to entice our blind and low vision community back into mainstream Auckland.

We compliment council on its work to facilitate inclusive and accessible local elections this year. Looking back over the past decade we have observed improvements in the running of local government elections. We thank council for continuing this trend in 2022 and note efforts to encourage disabled people to stand as candidates.

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? I don't know

Tell us why: As we have not surveyed our members we are not in a position to answer the specific parts to this question. However, please read our further comments.

We ask that Auckland Council makes its new standardised waste and recycling collection system fully accessible. It can achieve this by engaging in a co-design process with blind and low vision Aucklanders to minimise any barriers.

In 2017 council funded "Feeling Rubbish: a guide to reducing waste for blind and vision impaired Aucklanders". This guide was "born accessible" and was produced in audio, braille, print and electronic formats. Council staff worked with us to ensure factual accuracy while we provided the appropriately descriptive language and suitable illustrations for low vision readers. We look forward to working with council experts to produce a revised edition of "Feeling Rubbish".

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Local board priorities

We note a commitment to “Better meeting the needs of our diverse and changing communities by increasing local board decision-making over local community services”.

It is a real challenge for our small group to keep track of developments in local board areas across Auckland. While we applaud the principle, we urge council to maintain consistency in all types of standards across the region.

Other matters that are important to the Auckland Branch – Public Transport

Auckland Branch advocacy about public transport is grounded on the principle of the Accessible Journey – “The accessible journey covers all the steps needed for a person to get from their home to their destination and return. All steps in the accessible journey are interlinked and are of equal importance. If one link is inadequate, the whole journey may be impossible”. See The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport, Human Rights Commission, September 2005, <https://www.hrc.co.nz/our-work/people-disabilities/past-projects/accessible-journey/>.

We note in Section 1 about Climate Change a commitment to “improving transport choice for over one million Aucklanders who will be living within 500 metres of new or improved bus services”.

We look forward to seeing a review of the 500 metre international standard distance between the home and the nearest public transport node. This distance, we contend, is too high a barrier for anyone with mobility or sensory impairments. In Auckland the hazards on the journeys to the bus stops are increased by several unsafe road crossings and the recent trend to put pedestrian islands adjacent to bus stops. Some of us have to walk extra distances to use safe road crossings to get to and from the public transport nodes.

All buses should be universally accessible and should meet or exceed the Government's Requirements for Urban Buses (RUB).

Auckland Transport bus passengers are currently expected to wave down the bus they wish to catch. This assumes we can read the bus route and destination signage which we cannot do. We urge council to pressure Auckland Transport to deliver a satisfactory “hail a bus” alternative that will work for blind people and others in the community disadvantaged by the current “wave down” practice. While we continue to advocate directly to Auckland Transport about this issue, AT has so far been unable to give us a timeframe for its solution.

Because of a lack of accessibility of Auckland Transport buses, our members must resort to using Total Mobility, the half-price service provided by registered taxi companies. Even with the discount the TM fare costs at least ten times more per kilometre than the equivalent public transport fare. And the cap on the Total Mobility subsidy of \$40 per trip has remained unchanged since October 2010. This is financially discriminatory. We urge Auckland Council to work with Auckland Transport to address these issues.

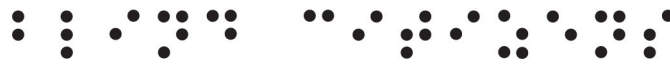
Conclusion

We urge Council to ensure that this budget cycle strives towards a return of spending to pre-COVID levels. This will be essential as a means of maintaining council services and community connectedness in a time of continuing great stress for Auckland, New Zealand and the world.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the

Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



28 March 2022

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Submission Annual Budget 2002-2003

Who are we?

- 1 Blind Citizens NZ Auckland Branch welcomes the opportunity to submit on the Auckland Council Budget 2022-2023. Thank you for providing on your website the HTML pages of the Budget Summary and the Feedback Form.
- 2 Blind Citizens NZ is the oldest disability consumer advocacy group – disabled people's organisation – in New Zealand. We write on behalf of blind, deafblind and vision impaired members of the Auckland Branch. Our members are proud to be Aucklanders and we accept and enjoy our responsibilities to participate in our community as much as we can.
- 3 Auckland Branch membership:
 The Auckland Branch of Blind Citizens NZ is made up of:
 adults, 16 years of age and over;
 ethnicity, primarily New Zealand European;
 residents across the Auckland Council area;
 all members cannot legally drive cars, so are transport disadvantaged;
 all members are print disabled and several are not online, so are information disadvantaged.
- 4 New Zealand signed the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention) on 30 March 2007 and ratified it on 26 September 2008. The purpose of the Disability Convention is to promote, protect, and ensure universal human rights and fundamental freedoms for disabled people, and promote respect for their dignity. It recognises the right of disabled people to make free and informed decisions about their own lives. It sets out in practical terms how the rights of disabled people can be realised. All rights discussed in the Disability Convention are also established in current New Zealand law. Local government, including Auckland Council and its council-

controlled organisations, is bound to honour the Disability Convention. Blind Citizens NZ Auckland Branch asks Auckland Council to uphold the Disability Convention in its decision-making.

The UNCRPD Articles most relevant to our submission are:

Article 4.3 Involving disabled people and our organisations in decisions that affect us;

Article 9: Accessibility;

Article 19: Living independently and being included in the community;

Article 20: Personal mobility;

Article 21: Freedom of expression and opinion, and access to information;

Article 29: Participation in political and public life;

Article 30: Participation in cultural life, recreation, leisure and sport.

See <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/convention-on-the-rights-of-persons-with-disabilities-2.html>

- 5 The New Zealand Government policies and strategies which are relevant to this submission are as follows:

New Zealand Disability Strategy 2016-2026:

Outcome 3 - Health and wellbeing;

Outcome 5 - Accessibility.

See <https://www.odi.govt.nz/nz-disability-strategy/>

Submission

1. Climate action targeted rate

- 6 As we have not surveyed our members we don't know their opinions about the targeted rate. However, please read our further comments.
- 7 We welcome Auckland Council's commitment to its Climate Response Plan and to taking the required measures to both mitigate climate change and improve the environmental quality of life for all Aucklanders.
- 8 Climate change will have an adverse impact on disabled people if, for example, we have to move away from topographically flat areas to more hilly, less accessible ones.

2. Budget Pressures

- 9 As we have not surveyed our members we don't know their opinions about the levers council might use to manage budget pressures. However, please read our further comments.
- 10 We recognise that rates revenue will need to be maintained to continue providing Council services to Aucklanders at a time of great economic and social stress. The balance must be struck between doing this and impacting on the already stretched incomes of many low-income households with blind and low vision members. We ask that Council lobbies Government to increase the level of rates

relief grants available through the Department of Internal Affairs for low-income ratepayers.

3. Prioritising operating spending

- 11 We were concerned that the Emergency Budget in mid 2020 had to make cuts to essential services such as libraries and maintenance of infrastructure, including footpaths, parks and other public spaces. We are pleased to see that there is some movement towards recovery in this Budget. Nonetheless, in our experience any cuts to services disproportionately hurt blind and low vision people and other marginalised communities. We ask that remaining service cuts be reversed. We urge Council to ensure that this budget cycle strives towards a return of spending to pre-COVID levels.
- 12 Ongoing infrastructure maintenance should be prioritised in the budget. This includes accessibility improvements to council buildings, footpaths, regional and public parks, roads, environmental regeneration, and public transport.
- 13 Thinking about maintenance of infrastructure, we urge council to keep clean council's drains. Council trees should not drop leaves and branches on to footpaths. Slippery, even flooded footpaths, are too often discovered by our members only when we walk on them.
- 14 We ask that Auckland Council restores its population group advisory positions, and in particular the disability advisor positions which were disestablished against the wishes of the disability community in 2018.
- 15 In line with Article 4.3 of the Disability Convention, we ask that Auckland Council involves the Disability Advisory Panel, disabled people and disabled people's organisations in a co-design process around the key elements of implementing this budget.
- 16 We ask that Auckland Council resources programmes that promote community cohesion, non-discrimination, and development. These include programmes run by and for and aimed at Māori, Pacific, ethnic communities, older people, LGBTQI+ and disabled people, amongst others.
- 17 We draw attention in particular to libraries which serve as not only centres of knowledge but also enjoyment and community connection. Libraries are an essential element in the lives of many blind and low vision Aucklanders as they give many of us a space to connect with other people, borrow books and other resources that we could not otherwise afford. We can use services such as internet-connected computers and free wi-fi for mobile phones that are essential to maintain contact with family/whānau, friends, and support services.
- 18 Thinking about council owned or council leased facilities, please ensure they are fully accessible and include modern audio-visual equipment that meets the needs of the wide range of community members.

- 19 We ask council to work with Auckland communities, social agencies and central government to prioritise the building of more social housing that is universally designed and fully accessible to accommodate the full spectrum of people, including disabled people.
- 20 The arts and culture sector has been almost devastated by COVID-19. The blind and low vision community has truly enjoyed the outreach to and inclusion of our community by the arts and culture sector, especially over the past decade with the introduction of audio description. We urge council to increase its support to the arts sector to entice our blind and low vision community back into mainstream Auckland.
- 21 We compliment council on its work to facilitate inclusive and accessible local elections this year. Looking back over the past decade we have observed improvements in the running of local government elections. We thank council for continuing this trend in 2022 and note efforts to encourage disabled people to stand as candidates.

4. Waste service standardisation

- 22 As we have not surveyed our members we are not in a position to answer the specific parts to this question. However, please read our further comments.
- 23 We ask that Auckland Council makes its new standardised waste and recycling collection system fully accessible. It can achieve this by engaging in a co-design process with blind and low vision Aucklanders to minimise any barriers.
- 24 In 2017 council funded “Feeling Rubbish: a guide to reducing waste for blind and vision impaired Aucklanders”. This guide was “born accessible” and was produced in audio, braille, print and electronic formats. Council staff worked with us to ensure factual accuracy while we provided the appropriately descriptive language and suitable illustrations for low vision readers. We look forward to working with council experts to produce a revised edition of “Feeling Rubbish”.

5. Local board priorities

- 25 We note a commitment to “Better meeting the needs of our diverse and changing communities by increasing local board decision-making over local community services”.
- 26 It is a real challenge for our small group to keep track of developments in local board areas across Auckland. While we applaud the principle, we urge council to maintain consistency in all types of standards across the region.

6. Other matters that are important to the Auckland Branch – Public Transport

- 27 Auckland Branch advocacy about public transport is grounded on the principle of the Accessible Journey – “The accessible journey covers all the steps needed for a person to get from their home to their destination and return. All steps in the accessible journey are interlinked and are of equal importance. If one link is

inadequate, the whole journey may be impossible". See The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport, Human Rights Commission, September 2005, <https://www.hrc.co.nz/our-work/people-disabilities/past-projects/accessible-journey/>.

- 28 We note in Section 1 about Climate Change a commitment to "improving transport choice for over one million Aucklanders who will be living within 500 metres of new or improved bus services".
- 29 We look forward to seeing a review of the 500 metre international standard distance between the home and the nearest public transport node. This distance, we contend, is too high a barrier for anyone with mobility or sensory impairments. In Auckland the hazards on the journeys to the bus stops are increased by several unsafe road crossings and the recent trend to put pedestrian islands adjacent to bus stops. Some of us have to walk extra distances to use safe road crossings to get to and from the public transport nodes.
- 30 All buses should be universally accessible and should meet or exceed the Government's Requirements for Urban Buses (RUB).
- 31 Auckland Transport bus passengers are currently expected to wave down the bus they wish to catch. This assumes we can read the bus route and destination signage which we cannot do. We urge council to pressure Auckland Transport to deliver a satisfactory "hail a bus" alternative that will work for blind people and others in the community disadvantaged by the current "wave down" practice. While we continue to advocate directly to Auckland Transport about this issue, AT has so far been unable to give us a timeframe for its solution.
- 32 Because of a lack of accessibility of Auckland Transport buses, our members must resort to using Total Mobility, the half-price service provided by registered taxi companies. Even with the discount the TM fare costs at least ten times more per kilometre than the equivalent public transport fare. And the cap on the Total Mobility subsidy of \$40 per trip has remained unchanged since October 2010. This is financially discriminatory. We urge Auckland Council to work with Auckland Transport to address these issues.

Conclusion

- 33 We urge Council to ensure that this budget cycle strives towards a return of spending to pre-COVID levels. This will be essential as a means of maintaining council services and community connectedness in a time of continuing great stress for Auckland, New Zealand and the world.



8727



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): GE Free Tai Tokerau

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

'Thank you for the opportunity to make a submission in response to the Auckland Council Budget 2022/23, so that together we can achieve sound environmental, economic, biosecurity, biodiversity, food sovereignty, and cultural outcomes.

Our community group's submission focuses in particular on ensuring Auckland Council continues to participate fully in the Northland/ Auckland INTER COUNCIL WORKING PARTY ON GMOs, that council prevents any incursions of GE/GMOs in the region, and that there is adequate funding for council to do so (in order to honour important precautionary and prohibitive GE/GMO provisions/ policies and rules in local plans including the Auckland Unitary Plan).

We draw your attention to the following passages from the Auckland Council draft Annual Plan

Environmental management and regulation:

"We nurture, look after and monitor Auckland's natural environment, and protect it from a variety of natural and human threats" (In our view, it is of critical importance that council prevent unwanted incursions of unwanted new organisms, GMO or otherwise)

Council support:

"We support Auckland Council to deliver services and elected representatives to make decisions"

REQUEST

Include an adequate budget for Auckland Council ongoing participation (in a fiscally responsible manner, with the other ICWP on GMOs member councils) in The Inter-Council Working Party on Genetically Modified Organisms (GMO) Risk Evaluation and Management Options

- The annual budget should include budget commitment for AUP E37, regarding Genetically Modified Organisms.
- This is of critical importance in order for council to give adequate support to the Auckland Unitary Plan's precautionary GE/GMOs approach and important cost-recovery policies that protect ratepayers /residents from exposure to the financial risk of any outdoor experiments/field trials/ GMO use. This includes risky and controversial gene edited organisms (which are GMOs).
- We urge council to acknowledge the important cost efficiencies and benefits by Auckland Council continuing to work in collaboration with other (Northland) councils as part of the Inter Council Working Group on Management of GMOs.
- This approach has been greatly effective in the past, is part of truly sustainable integrated management, and reflects the values and concerns of the diverse Auckland communities. It also honours the historical legacy GE/GMO free zone policies of many councils in the past that are now part of Auckland Council (including Rodney District Council, Auckland Regional Council, Auckland City Council etc)
- It is of critical importance that Auckland Council uphold and respect the precautionary and prohibitive GE/GMO policies of many Iwi/hapu, as well as ensuring that there is no genetic engineering or gene editing of taonga species like manuka or kauri. Also, Council should protect the growing organic sector including Maori organic certification (Hua Parakore) which does not permit any GE/GMO use or content/contamination.
- We note that there are significant deficiencies in the Hazardous Substances and New Organisms (HSNO) Act as identified by Local Government NZ, all member councils of the Northland/ Auckland ICWP on GMOs, Hawkes Bay, Bay of Plenty, Nelson and other councils including inadequate liability provisions and no mandatory requirement for the EPA to take a precautionary approach to outdoor GE/GMO applications.
- For Auckland Council to ensure ongoing protection from the risks/ costs of GMOs in the absence of commercial insurance cover is even more important given budget challenges from Covid-19. Many of the economic advantages of Auckland region land use are agricultural. Our biosecurity, indigenous biodiversity, soils, waterways, coastal marine area, valuable existing GE/GMO free status/regional brand reputation and primary producers must be protected in 2022/3.
- To help ameliorate climate change and adequately prepare now it is important to support truly sustainable solutions and mitigate against extra costs associated with new technologies like GMOs.

We share the concerns of many Auckland ratepayers/residents about climate change (as well as any outdoor use of GE/GMOs) and would like to see Auckland Council (as well as the relevant agencies in NZ central and local government) prioritize swift and appropriate action to help combat climate change

Plans by irresponsible parties (including overseas multinational companies) to develop GE/GMO grasses, clovers, trees or animals in NZ (claiming that these would help address climate change) are ill-advised and of particular concern. Such new organisms would be impossible to prevent from contaminating our public conservation estate (where unwanted new organisms are already a major problem), existing GMO free agriculture, horticulture, apiculture, forestry, as well as the wider environment/ finite resources like soils and waterways.

- Global warming- Real Problem

GE/GMO trees- False Solution

Vectors for GE/GMO contamination include soils, water, wind, pollen, seeds, vegetative material, insects, animals, machinery, human error, extreme weather events including floods, etc.

To date proponents of these hazardous new technologies

- refuse to be personally and financially liable for unintended or unforeseen adverse impacts of an EPA approved outdoor GE/GMO experiment/field trial or release.

-are indifferent to the fact that under the Hazardous Substances and New Organisms (HSNO) Act there are inadequate liability provisions and no mandatory requirement for the EPA to take a precautionary approach to outdoor GE/GMO applications. I.e. they do not support/ actively oppose the concept of "the polluter shall pay" and the Precautionary Principle.

NZ is a signatory to the Cartagena Protocol on Biosafety (the Precautionary Principle, as formulated in the Cartagena Protocol on Biosafety to the Convention on Biological Diversity, was based on the presumption that living modified organisms -LMOs or GMOs- were likely to have adverse effects on the environment and human health).

- Auckland Council addressing management of GMOs (including new GMOs from gene editing and creation of synthetic biological organisms) is particularly important in the event of an EPA approved GE/GM outdoor application for a GE/GMO experiment/ field trial/ release). We support outright prohibition of all outdoor experiments/ field trials /releases of GMOs.

- This is in response to the consultation Issues for the Auckland LTP cited above and is required for council to meet the Auckland operative Unitary Plan precautionary and prohibitive GE/GMOs provisions/ policy and regulations.

- New types of Gene Edited GMOs, RNAi pesticides and synthetic biology are emerging risks. These demand Auckland communities have agency, with Council representatives informed of the issues impacting Auckland and working in collaboration with other councils to interface with central government to prevent any outdoor experiments/ use of such controversial new technologies.

-

While we strongly support robust protection of native flora and fauna and addressing Climate change, experimentation with or use of such risky new genetic technologies on our public conservation lands (or elsewhere) would be counter productive and potentially create far more serious problems than desired solutions.

Genome editing can be imprecise, and cause unexpected and unpredictable effects. There has been mounting evidence over the last two years of the imprecision/ unpredictability of the CRISPR technique. This has been documented in various reputable scientific publications (including peer reviewed papers). Many studies have now shown that genome editing can create genetic errors in the genome-edited organism. These effects can lead to unexpected and unpredictable outcomes, such as changes in protein composition, in the resulting GMO. Genome editing techniques can create unintended changes to genes that were not the target of the editing system. These are called "off-target effects." For example, the CRISPR-Cas9 system can make unintended edits to the host's DNA at additional sites to the target location.

Reputable reports on gene editing are available. See

<http://emergingtech.foe.org.au/synthetic-biology/>

and the report "GENE EDITING myth & reality- a guide through the smokescreen"<https://www.gmwatch.org/en/19751-gene-editing-myths-and-reality-a-guide-through-the-smokescreen>

-

Please see also "Reckless Driving: Gene Drives and the end of Nature" by Civil Society Working Group on Gene Drives

<https://www.etcgroup.org/content/reckless-driving-gene-drives-and-end-nature>

- Thank you for the opportunity to submit, we wish to be heard. Thank you for all your hard work on this important issue to date.

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Public Transport Users Association

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

To the budget review committee, on behalf of the Public Transport User's Association, our members and the travelling public, I would like to thank you for this opportunity to have input into your budget planning.

The Public Transport User's Association (PTUA) is a voluntarily, non-politically aligned group that campaigns on matters relating to public transport (PT) on behalf of the travelling public of New Zealand. Our outlook is based on the needs of society to have equitable transport options for greater connectivity for all members of society through the development of better options, often in the form of good public transport. In this time of a climate emergency and with rising petrol prices due to war, we see these initiatives as more important than ever.

To start on a positive note: The PTUA are pleased with the 15 new frequent bus routes which are deemed to run at no less than 30 minute intervals from 6am to 11pm 7 days a week.

However, there are still areas which need some critical analysis before further action is taken.

1. Light Rail to the Airport: This is nothing more than a vanity project which will serve a small number of people compared to the combination of surface light rail on the isthmus and heavy rail options elsewhere which will make a major difference in connecting communities and saving GHG's. One particular advantage will be to connect the South Auckland suburbs to the Mangere employment hub. Another will be connecting the south to the west. It should also be noted that it will take until about 2052 for the savings in emissions from this project to have paid for the emissions required to build it. Potential big savings can be made here with nothing lost in the way of connectivity and other benefits.
2. Trains to Huapai: With fuel prices rising dramatically and dire warnings from the Secretary General of the United Nations about the effects of climate change and the lack of leadership, it is now time for the Auckland Council to direct Auckland Transport to request hybrid trains from Waka Kotahi to run from Swanson to Huapai to connect that community with cheap, clean, green public transport and not force this community into using polluting cars, on the basis of a light rail project to Westgate in 10 years or 'sometime never'.
3. Third Main: The third main to Wiri needs to be expanded to Papakura now, to enable the development of more regional PT, the better movement of freight trains and the ability to incorporate more express services on the local PT rail service.
4. Fare Review: The PTUA feel that it is time to review the zone fare system and base the fare purely on kilometres travelled. This should be easy to do now that most people use Hop cards to use PT. We would also support the continuation of fares at their current value of 25% of fare box revenue, which would be negotiated with the government, but may effect the budget indirectly.
5. Bus Lanes: The PTUA are disappointed to see the cessation of bus lane development at this time. The PTUA sees ongoing incremental investment in PT initiatives as vital to attract more people to PT ongoing. PT is the only way to bring equity in transport and to bring down climate change emissions. The PTUA also encourages the investment ongoing in active forms of transport such as walkways and cycle lanes.
6. Burswood Deviation: The PTUA are disappointed that AT are taking an easy solution to fixable problems at Burswood, and that plans need to be redrawn so that AT does not turf 40-50 families out of their dwellings to supposedly save a little cash with developments on the main road. This is not the way that the travelling public or communities should be treated and we doubt that any savings would be worth this sort of disruption.

Once again, thank you for the opportunity to input into your very difficult budget allocation of funds. We would like to stress again, that public transport is about equity, connectivity, the environment, reducing congestion and to encouraging people out of cars by offering something that is more affordable and attractive in these changing times of growing inflation and potentially catastrophic climate change effects. Public transport is very important to keep investing in.

Important privacy information

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8730



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Auckland Business Forum

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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Tell us why:

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Tell us why:

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Question A

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What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

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Tell us why:

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6. What is important to you?

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**SUBMISSION BY THE AUCKLAND BUSINESS FORUM ON AUCKLAND COUNCIL ANNUAL BUDGET
2022/2023**

To: AK Have Your Say
Auckland Council
Freepost authority 182382
Private bag 92 300
Auckland 1142
Via email: akhaveyoursay@aucklandcouncil.govt.nz

Submitter: Auckland Business Forum

Submitted by: Barney Irvine (Auckland Business Forum Coordinator)
Email: barney@irvineandpartners.co.nz
Phone: +64 27 8399309

Date: 28 March 2022

Introduction

The Auckland Business Forum appreciates the opportunity to provide feedback on the Auckland Council Annual Budget 2022/2023 and, specifically, on the Council's proposed climate package.

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

While we share the Council's goal of bringing down emissions (including transport emissions), we do not see this package as a meaningful step towards delivering that goal. The public transport (PT), walking and cycling initiatives included in the package are valid in their own right, but we see very little likelihood that on their own they will have a significant impact on emissions, and there is no evidence in the consultation material to suggest otherwise. Unless it forms part of a more broad-based approach to addressing transport emissions, we do not support the package, and we do not support the idea of funding it through a targeted rate.

Lack of evidence

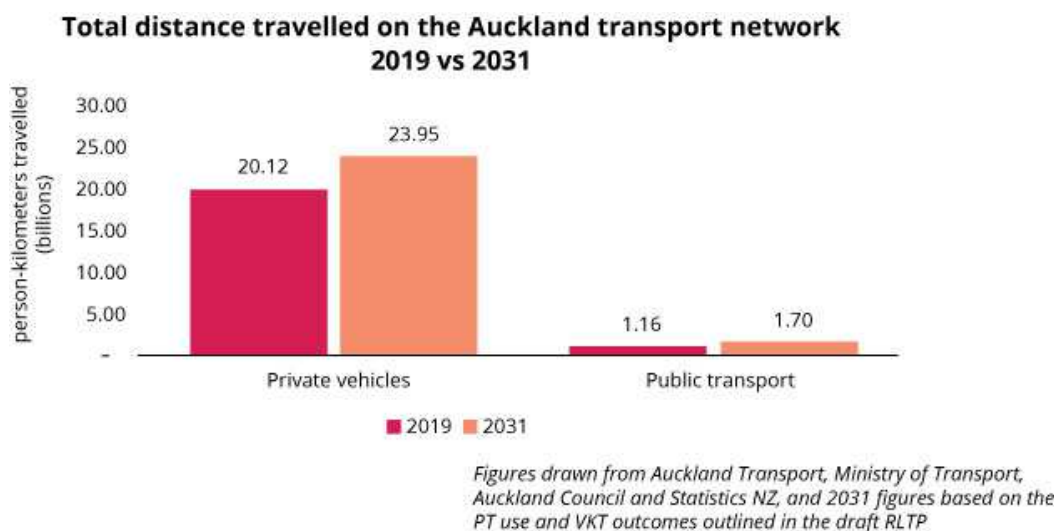
A key concern is the lack of any data to support the proposed approach. The consultation documents state that the package “will reduce carbon emissions”, but no figures are given to support this. Far from providing anything concrete, the consultation material notes that “some of the benefits we can quantify now but others will require further work as part of the monitoring and evaluation framework”. This is an inadequate basis for a \$1 billion investment plan, and an inadequate basis on which to ask Aucklanders to pay more. We would insist on any data that currently exists being made available immediately, and that any future iterations of the package (or any other climate policy initiatives) incorporate a far stronger focus on making the case.

Mode shift

Leaving aside the issue of the evidence base, we remain sceptical that the package – or any emissions-reduction strategy based on mode shift (that is to say, getting people out of cars and onto PT, walking and cycling) – will have anything more than a marginal impact on vehicle emissions. That is principally because PT and active modes represent such a small proportion of the total transport load.

To illustrate, mode shift has been at the heart of Auckland Transport’s strategy for managing the growth in demand on the Auckland network for several years now, the idea being that PT and active modes will absorb the bulk of Auckland’s population growth. But, even with billions of dollars directed towards PT and active modes under the Auckland RLTP over the next decade, the change in transport behaviour will only be marginal. As Figure 1 shows, the transport landscape is set to remain completely dominated by private vehicles, and a faster rate of PT growth means little when the absolute numbers are so small (in relative terms).

Figure 1: Total travel on the Auckland network



We do not see anything in the suite of interventions included in the package that would produce a significantly different outcome. New households and new businesses entering Auckland over the coming years will have diverse travel needs, and will continue to rely predominantly on the flexibility and efficiency of private vehicles to meet those needs. There is no question of the validity of, and urgent need for, an increased role for PT and active modes, but the scope of that role (and the

contribution it can make to reducing emissions) must be seen with the appropriate degree of context.

Decarbonisation of the vehicle fleet

Given the predominant role of the private vehicle, now and into the future, it is clear that decarbonisation of the vehicle fleet is where there is greatest opportunity to reduce vehicle emissions, and our firm view is that this should be prioritised well ahead of efforts to advance mode shift.

Particular priorities include:

- The production and distribution of bio-fuels
- The development of EV infrastructure, especially charging facilities
- Scaling up the generation and distribution capacity of Auckland’s electricity network, in preparation for big increases in the uptake of EVs in the future

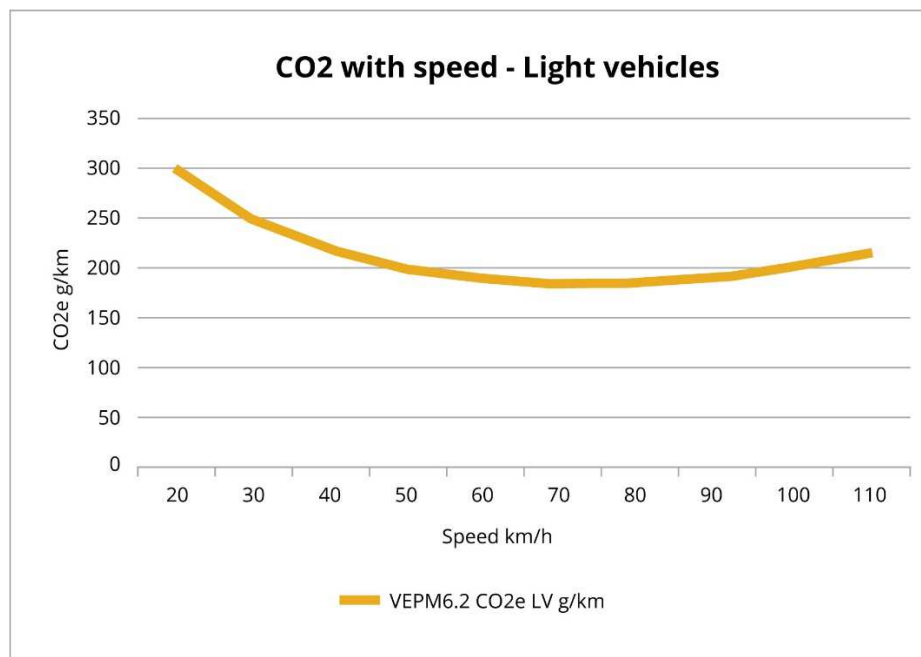
While we recognise that these challenges require national-level policy interventions (and are therefore a central government responsibility, primarily), we would expect to see them acknowledged in the Council’s package, and some steps taken to supporting or facilitating solutions.

Easing congestion

The predominance of private vehicles also means that, if the Council is serious about reducing emissions, it must do more to address the congestion pressure experienced by general traffic – more than simply trying to get people out of cars.

Increased congestion is bad news for quality of life and for productivity, and it is also bad news for emissions. Put simply, cars and trucks that spend more time stuck in traffic, and that are forced to stop and start more frequently, will consume more fuel, and therefore generate more emissions. As illustrated in Figure 2, emissions are close to 60% higher for vehicles travelling at 30km/h than for vehicles travelling at 70km/h.

Figure 2: Driving speed and CO2 emissions



Source: Waka Kotahi

With or without PT investment, demand for private vehicle use will continue to grow, and failing to adequately accommodate it – including by going too far in steps to reallocate road space to bus and bike lanes – will have dire consequences.

It is therefore our view that any emissions reduction package must include measures to keep general traffic moving. For instance, on the supply side, the Council and Auckland Transport must bring forward plans for additional road capacity in high-growth areas on the periphery of the city. They must also do much more to optimise the network for general traffic through smaller-scale interventions – dynamic lanes, lane and intersection re-configuration to remove bottlenecks, peak-period clearways, and wider deployment of smart traffic lights (i.e., those with queue detection capability).

On the demand side, we would like to see the Council act with far more urgency to advance the debate around congestion pricing as a solution for Auckland. This may well be the single most important step we can take to address our city’s congestion and emissions challenges. While, again, this will be a central government decision, there is a critical role for Council to play in making the case, and in leading a sustained, meaningful conversation with public.

A more sophisticated approach to reducing emissions

All of this speaks to the need for a much more sophisticated approach to addressing transport emissions. Too often we are seeing climate change policy being developed in the belief that if we do more, it must be better – it is not. Action on climate change must be urgent, but it must also be targeted, based on robust analysis, and guided much more strongly by what is practically possible. Otherwise, it is a recipe for poor environmental outcomes, poor value for money, and negative impacts on other parts of society and the economy.

Concluding remarks

Again, we appreciate the opportunity to provide feedback, and we would welcome the opportunity to discuss the contents of this submission in greater detail.

Yours sincerely,



Michael Barnett
Chair, Auckland Business Forum



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): CP Group

Your local board: Regional organisation

Your feedback

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What do you think of this proposal? Do not support

Tell us why: See attachment for more info

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What do you think of our proposal to manage on-going budget pressures?

Tell us why:

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What do you think about how we propose to choose which services to reduce, stop or change?

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Question A

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Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

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Tell us why:

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Or is there anything further you would like to give feedback on?

ATPR - See attachment for more info

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CP GROUP

Asia Pacific Head Office
Level 7, 87 Queen Street
PO Box 1919, Shortland Street
Auckland, New Zealand

SUBMISSION BY CP GROUP TO AUCKLAND COUNCIL 28 MARCH 2022
Annual Budget 2022/2023 Feedback

1. Introduction

CP Group is owned by the Pandey Family headed by Charles Pandey, who, with his family, immigrated to New Zealand from Singapore over 20 years ago. Since then, CP Group has become the largest hotel owner and developer in Auckland (11 small and large hotels ranging from backpackers to 5-star standard). It is also planning on building four new hotels totaling six hundred rooms at a cost of \$200 million and refurbishing two more hotels at a cost of \$12 million. CP Group also has extensive retail, office and other property investments in Auckland. Considering that CP Group is a prominent participant in the hotel industry, it falls under the urban business general rate category identified by the Auckland Council. Accordingly, when making decisions, Auckland Council has a statutory obligation to give consideration to the views and preferences of CP Group, since we are likely to be affected by and have an interest in the matter of rate increases.¹

2. Summary of CP Group's View

CP Group opposes Auckland Council's climate action targeted rate (CATR) on the basis that it has not been adequately constructed to distribute the cost of mitigating climate change against those that actively contribute towards it. Although all ratepayers will benefit from the aggregate benefit that is sought to be achieved from the proposed funding, CP Group is of the view that this factor is being used as a 'catch-all' argument to justify the imposition of an increased rate without undergoing the proper analysis of how such costs and benefits are to be shared.

CP Group disagrees with the proposition that the relationship between property (capital) value and the ability to pay is an appropriate justification for placing a greater burden upon ratepayers that operate as businesses.² It contends that there is no correlation between a business's ability to generate income and their contribution to greenhouse gasses emissions; such a statement is arbitrary in its nature and does not consider the varying types of businesses that operate and the degree to which they contribute to emission levels. In light of the fact that the climate action package is aimed at reducing emissions caused by private vehicle use³, CP Group asserts that it is inequitable to apply a

¹ Local Government Act 2002, s78(1).

² Auckland Council Annual Budget 2022/2023 Supporting Information, pg. 33.

³ Pg. 31.



differential rate to urban businesses – particularly hotel operators who do not contribute to these types of emissions, nor receive any direct benefit from the proposed solutions.

Furthermore, CP Group believes that the CATR, in addition to further rate increases, is ill-conceived following the disruptions and hardships caused by the Covid-19 Pandemic. It is of the view that an assertion suggesting that larger businesses should be able to absorb the cost of an increased rate is unfair and does not contemplate the lowered profitability in the commercial sector following decreased activity brought by the pandemic. CP Group sees a long-term negative impact flowing from targeted rate increases on the profitability of existing hotels and also new hotels and hotel establishments it is planning. CP Group will look elsewhere outside of Auckland to invest in hotels where profitability and return on investment is higher and the investor climate is more encouraging.

3. Funding Option Discussion Inadequacy

The Local Government Act 2002 (LGA) sets out mandatory considerations a local authority must contemplate when making decisions concerning funding needs.⁴ Auckland Council has engaged in this analysis in appendix E of the Annual Budget 2022/2023 supporting information document.⁵ It is argued that this analysis was completed at a superficial level and does not sufficiently address the considerations set out by Parliament:

A. The attribution of benefits flowing from increased investment in climate actions.

Section 79(1)(b)(ii) of the LGA dictates that a local authority must consider the degree to which benefits, and costs are to be quantified when making decisions. In the supporting information document, it is claimed that the majority of additional investment is aimed at reducing emissions and supporting adaptation. Subsequently, it is claimed that these benefits cannot be attributed to individuals or groups of ratepayers.⁶ Though these goals are desirable, it is argued that they are not benefits, but rather outcomes that stem from the benefits provided through the proposed funding sourced from the CATR.

The proposed investments in public transport, active networks and the urban ngahere are all benefits that cannot be shown to directly benefit CP Group. It is claimed that this failure to assess any link between the cost and benefit of these investments point to an error on Council's part in designing this targeted rate. Additionally, from an industry perspective, it is difficult to agree with the notion that businesses should be required to front this cost, when the use and enjoyment of such benefits will be enjoyed by individuals. It is proposed that the apportionment of such costs should have a greater emphasis on residential households.

B. The extent to which the actions or inactions of particular individuals or a group contribute to the need to undertake the activity.

⁴ Local Government Act 2002, s101(3)(a).

⁵ See above, n 2, at pg. 30.

⁶ At pg. 30.



When examining how the rate shall be applied to each rating sector, Council has applied differentials to its value based general rate to increase the share of rates paid by the business sector.⁷ Council claims that this is an appropriate mechanism for setting the differential rate since there is some relationship between property values and the generation of greenhouse emissions. While it is true that the resources consumed by a business increase as the size of a business grows, it is maintained that this factor has been incorrectly prioritized to justify the imposition of a greater share of the cost upon businesses. The requirements outlined under section 101 of the LGA dictate that an appreciation of the extent that an action or inaction of particular individuals or a group contribute to the need to undertake an activity must be considered. When viewing the cost drivers for climate action investment⁸, it is apparent that the largest contributor to greenhouse gas emissions is the 'Cars and light commercial vehicles' category which contributes 30.7%. The impact of this category is reflected in the fact that the proposed investment is mainly focused on improving urban transport options. By contrast, the energy used by commercial and institutional buildings - the basis by which Council forms its justification for the higher distribution of costs on businesses – only contributes to 5.1% of total greenhouse gas emissions.

CP Group contends that it is not suitable for urban businesses to subsume the increased burden of the CATR since urban businesses do not proportionally contribute to the need to undertake the activity, nor do they gain direct benefit from the proposed solutions to the same effect as individuals do. The budget proposes investment in transport solutions for those located regionally, of which is of little benefit to urban business that already operate in the CBD. Furthermore, those ratepayers that are located regionally contribute to greenhouse gas emissions to a higher degree than those located close to Central Auckland since they have further distances to travel more frequently.

In light of these points, CP group is of the view that council did not meet their statutory duty to adequately review, analyse and evaluate the cost and benefits of the CATR, nor assess the link between how the action or inaction of certain groups contribute to the need to undertake the activity. It is contradicting to provide a blanket statement encapsulating all Aucklanders that suggests the need to derive unquantifiable benefits, while at the same time clearly outlining how the greater burden should be paid by businesses that can afford to do so.

C. Different options to be identified and assessed.

Section 79 of the LGA also sets out that it is the responsibility of a local authority to make judgments relating to the extent to which different options are to be identified and assessed when making decisions.⁹ In appendix E of the Supporting Information document, Council did not consider different options to achieve the desired outcome from a targeted rate – they only focused on the ability to increase and set new rates. Considering that the focus of the climate action plan is to reduce private vehicle usage it is reasonable to suggest other options

⁷ At pg. 32.

⁸ Graph and data provided by Auckland Council on pg. 31 of the Supporting Information document.

⁹ Local Government Act 2002, s79(1)(b)(i).



could have been considered. The package focuses on the development of transport infrastructure and does not address issues of demand for such facilities. For example, the budget includes plans to invest \$144m NZD on cycling improvements, however data provided by AT's monthly cycle monitoring shows a consistent decrease in cycle movements in the last 2 years.¹⁰ There is no discussion in the budget or supporting information document about other methods (such a free or further subsidized transport) to incentivize individuals to use public transport as opposed to private vehicle use.

4. The effect of the Covid-19 Pandemic

Before the effects caused by the Covid-19 Pandemic were experienced by urban businesses, the average long-term return for the New Zealand accommodation was already relatively low at 4%.¹¹ Room occupancy rates were already no different to what they were 20 years ago. These harsh conditions were only exacerbated by the Pandemic, as international travel was halted, and the tourism industry was severely devastated for the last 2 years since March 2020 and will continue for most of 2022 and into future years as non-visa countries (such as China which was New Zealand's second largest source of overseas visitors, and India) are not allowed to yet enter New Zealand. By increasing and introducing new rates, Council is putting further strain upon the operability of urban businesses – let alone the hotel industry. CP Group would now instead look elsewhere in New Zealand and overseas where the investment climate by central and local governments is more favorable.

Signed

Rakesh Pandey
Director
CP Group

¹⁰ AT monthly cycle reporting <
<https://mail.google.com/mail/u/0/#inbox/FMfcgzGmvVBpKfKMxcxWTfrKgQKXSwJF?projector=1&messagePartId=0.1.0> >

¹¹ *Tourism Business Research Report* 2006, Lincoln University.



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Scentre (New Zealand) Limited

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
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- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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SUBMISSION ON AUCKLAND COUNCIL'S ANNUAL BUDGET 2022/23

To: Auckland Council ("**Council**")
Name: Scentre (New Zealand) Limited ("**Scentre**")

1. SUMMARY

- 1.1 Scentre has reviewed the draft Annual Budget 2022/23 ("**Draft Budget**") and welcomes the opportunity to provide feedback to the Council.
- 1.2 Scentre's submission relates to the Climate Action Targeted Rate ("**CATR**"). Scentre supports the investment proposed by Auckland Council on climate action initiatives such as improved public transport and active transport networks.
- 1.3 Scentre considers that funding for bus network and active transport network initiatives proposed to be funded by the CATR should be allocated from the Regional Fuel Tax, and that urban planting funding be incorporated into the General Rate, with the CATR removed.

2. BACKGROUND

- 2.1 Scentre is part of Scentre Group (which owns the Australian and New Zealand businesses formerly known as the Westfield Group), an integrated shopping centre entity that undertakes development, design, construction, property management, leasing, and marketing.
- 2.2 Scentre owns and manages New Zealand's Westfield retail portfolio. Interests in Auckland include Westfield Newmarket, Westfield Albany, Westfield St Lukes and Westfield Manukau City.
- 2.3 Together, these shopping centres are home to 759 retailers and contain a variety of tenancies, providing an opportunity for Auckland owned and operated businesses to operate alongside major retail businesses such as the James Pascoe Group (including Farmers), Rebel Briscoes, Event Cinemas and Countdown stores.
- 2.4 Scentre makes a significant contribution to the Auckland economy. There has been considerable investment in excess of \$790 million in the redevelopment of Westfield Newmarket in 2019, along with a recently announced investment in excess of \$150 million for Stage 1 and Stage 2 of the redevelopment of Westfield Albany.
- 2.5 Shopping centres form an important part of the commercial infrastructure of modern society and are important to the success and vitality of wider city centres. Beyond commercial opportunities, shopping centres are also a community space for local residents, families and youth alike to meet, with a substantial number of dining and entertainment options.

The impacts of COVID-19

- 2.6 The retail sector has been severely affected by the impacts of COVID-19 and the associated lockdowns, and continues to struggle.¹ COVID-19 has resulted in reductions in retail spending. Even without lockdown restrictions in place, more people are working from home. This has resulted in a greater proportion of retail spending through online shopping.²

Scentre's contributions to climate action

- 2.7 Scentre is committed to reducing emissions and preparing for the impacts of climate change. It has a target of achieving net zero emissions by 2030 across its wholly owned portfolio, with the aim of achieving at least 50% of this target by 2025.³ Initiatives include:
- (a) Renewable energy investment, such as a range of solar installations on Westfield malls in Australia. Scentre's entire New Zealand portfolio became powered by 100% renewable energy from January 2022.
 - (b) Reduced water use, with development of a water reduction plan in 2022.
 - (c) Improved waste recovery, with approximately 54% of waste currently being recovered and the aim to increase this to 90% by 2030.
 - (d) Low emissions and climate resilient buildings. All new buildings constructed are required to achieve 5-star Green Star design guidelines by 2025 and Scentre is continuously investing in the energy efficiency and resilience of existing buildings.
 - (e) Adopts a centres-based approach whereby its shopping centres are located in town centres with good public transport links and central to their consumer catchments.

3. THE CLIMATE ACTION TARGETED RATE

The Proposed Increases

- 3.1 The CATR is proposed to be set and assessed based on capital value and adjusted in line with average general rates increases each year.⁴ The CATR is set on a differential basis based on different categories of land.⁵ It is also intended to apply to all of Auckland.⁶ The Council has said expenditure in relation to existing services is currently funded by the General Rate, and the CATR is intended to provide more transparency as to funding purpose and allocation.⁷

¹ *COVID-19 Delta Outbreak: Third of retailers unsure they'll survive the next year* – report, New Zealand Herald, 6 October 2021. Article can be found at <https://www.nzherald.co.nz/nz/covid-19-delta-outbreak-third-of-retailers-unsure-theyll-survive-the-next-year-report/JQX3V4GHWCG63CDYG4IK5HAK7A/>.

² *Rebuild New Zealand: Retail*, prepared by PWC, August 2020. Report available at <https://www.pwc.co.nz/pdfs/2020pdfs/rebuild-nz-retail.pdf>.

³ Scentre's Responsible Business Report 2021, page 33 to 46 (<https://www.scentregroup.com/getmedia/b11da19e-2b79-4b72-b40e-2700ee3e4cc8/2021-Responsible-Business-Report.pdf>).

⁴ Auckland Council, Annual Budget 2022/2023 Consultation Document, at page 13.

⁵ Auckland Council, Annual Budget 2022/2023 Consultation Document, at page 13.

⁶ Auckland Council, Annual Budget 2022/2023 Consultation Document, at page 47.

⁷ Auckland Council, Annual Budget 2022/2023 Supporting Information for Consultation Document, at page 15.

- 3.2 The CATR is forecast to increase the rates contribution for average business properties by 1.89%.⁸ For Scentre, this means hundreds of thousands of dollars of increases as a result of the CATR.
- 3.3 This is on top of the proposed General Rate increases of 2.43% this year for businesses, which are already significant.⁹ Together these place a considerable burden on ratepayers like Scentre, which in turn affect its many tenants who have already been, and continue to feel, the effects of COVID-19 on their businesses.

The benefit of a "user pays" approach to climate action funding

- 3.4 The Council has said the CATR funding will be used for:¹⁰
- (a) providing greater access to efficient and reliable low-carbon public transport;
 - (b) providing safe, convenient and well-connected walking and cycling options for many more Aucklanders; and
 - (c) planting trees now to prepare for a warmer future, reducing vulnerability to extreme heat.
- 3.5 Scentre accepts and supports the Council's decision to invest in these initiatives that will help to reduce emissions and manage the impacts of climate change.
- 3.6 The Council recognises that about 43.4% of Auckland's total emissions come from transport.¹¹ The bulk of the climate action initiatives expected to be funded by the CATR are for the reduction of Auckland's transport emissions. A key component of the Council's capital expenditure on transport is through the Regional Fuel Tax.¹²
- 3.7 The Regional Fuel Tax was introduced to generate \$1.5 billion in revenue to fund a range of projects that were intended to reduce Auckland's transport emissions, including bus network improvements, electric trains, and active transport infrastructure.¹³ The transport initiatives proposed to be funded by the CATR are the types of projects that are intended to be funded through the Regional Fuel Tax.
- 3.8 In January, approximately \$285 million of Regional Fuel Tax revenue was reported to have been unallocated.¹⁴ It is unclear how much of that funding has now been allocated to other projects, but the Council has not demonstrated why funding from the Regional Fuel Tax cannot be appropriately allocated to those transport initiatives proposed to be funded through the CATR. Upgrades to the Mill Road corridor, which are no longer going ahead, were also to be partially funded through the Regional Fuel Tax.¹⁵ It is not clear how that funding has otherwise been allocated.
- 3.9 Given the economic pressures that many parties are facing at the moment, it is inappropriate for an additional rate to be charged, when there are unallocated funds that could be used to fund those same initiatives. Scentre considers that it is most appropriate

⁸ Annual Budget 2022/2023 Supporting Information for Consultation Document, at page 94.

⁹ Annual Budget 2022/2023 Supporting Information for Consultation Document, at page 94.

¹⁰ Annual Budget 2022/2023 Consultation Document, at page 13.

¹¹ Annual Budget 2022/2023 Consultation Document, at page 13.

¹² Annual Budget 2022/2023 Consultation Document, at page 34.

¹³ <https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax>

¹⁴ <https://www.stuff.co.nz/business/128011932/the-pot-of-gold-at-the-end-of-aucklands-regional-fuel-tax-rainbow>

¹⁵ <https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax>

for the Regional Fuel Tax to be used for the transport initiatives proposed to be funded by the CATR.

3.10 There are significant advantages to funding these transport initiatives through the Regional Fuel Tax rather than the CATR. Those that contribute to Auckland's transport emissions will be the ones that receive the greatest benefit from those climate action investments (both through taking cars off the road and reducing congestion and providing alternative transport options for those emitters). In contrast, the CATR is a blunt tool that would apply to all Aucklanders based on land values, and would not differentiate between those that contribute highly to emissions and those that do not. Funding through the Regional Fuel Tax is therefore much fairer and has the added benefit of incentivising behavioural changes in the way that a rate does not.

3.11 That approach would strongly align with:

- (a) the Council's Revenue and Financing Policy, which is underpinned by the key principle that allocation of costs to those who benefit from a council service or those who impose costs to the council is considered "*economically efficient and equitable*";¹⁶ and
- (b) the Te Tāruke-ā-Tawhiri Auckland Climate Plan ("**ACP**"), which is the Council's roadmap to a zero-emissions, resilient, and healthier region that is better connected to our environment and able to thrive in the face of ongoing change and disruption.¹⁷ One of the key messages in the ACP is the need to support behavioural change, and a key action under the ACP is to accelerate business capability and pathways to resilient and regenerative business models.¹⁸

3.12 Under the Local Government Act 2002, the Council must manage its revenues, expenses, assets, liabilities, investments, and general financial dealings prudently and in a manner that promotes the current and future interests of the community.¹⁹ The approach outlined in Scentre's submission would give effect to the principles of financial management, in particular the extent to which the actions or inactions of particular individuals or groups (in this case those contributing to transport emissions), contribute to a need to undertake the activity.²⁰

4. RELIEF SOUGHT

4.1 Scentre seeks that:

- (a) the Council remove the CATR from the Draft Budget;
- (b) allocate funding from the Regional Fuel Tax for bus network and active transport network initiatives proposed to be funded by the CATR; and
- (c) otherwise incorporate CATR initiative funding into the General Rate.

4.2 **Scentre wishes to be heard in support of this submission.**

¹⁶ Revenue and Financing Policy, at 3.1.

¹⁷ Te Tāruke-ā-Tawhiri: Auckland's Climate Plan dated December 2020, page 6.

¹⁸ Te Tāruke-ā-Tawhiri: Auckland's Climate Plan dated December 2020, page 89.

¹⁹ Local Government Act 2002, s101(1).

²⁰ Local Government Act 2002, s101(3)(iii).

Signature: **SCENTRE (NEW ZEALAND) LIMITED** by its solicitors and authorised agents Russell McVeagh:



Daniel Minhinnick

Date: 28 March 2022

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AUCKLAND 1140

Telephone: (09) 367 8000

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Auckland Grey Power Associations Zone 2

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

We wish to endorse the submission made by Mr Bill Rayner on behalf of the Grey Power organisations in Auckland.

The continuing needs of senior people can often be overlooked

so it is heartening to see the commitment made

by local Council to address this situation.

But more needs to be done.

It is particularly concerning that accommodation

is insufficient. Land that has been bought or gifted by Council over the years should remain in the ownership of Council.

It is short sighted to sell it off.

There needs to plan for more housing for seniors.

Bus transport needs to be retained so that seniors who can no longer drive are able to participate in social and personal activities

Parks and local assets should not be sold off.

Neither should they be managed by groups and put in the hands of non-elected organisations.

Unnecessary waste and non-essential events should be eliminated.

Important privacy information

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Safekids Aotearoa

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: The Climate Action Targeted Rate proposal to increase funding for active and public transport coincides with the Government's Road Safety Strategy – Vision zero, where no one in New Zealand is killed or seriously injured in road crashes. It is imperative to build a safe road system that is designed for people and acknowledge that mistakes will happen. When they do, we can prevent serious harm.

3. This Climate Action Rate proposal is timely considering the sharp increase in world oil prices, as we deal with high demand for oil and potential oil shortages worldwide.i

4. Nationally, Motor vehicle traffic crashes are the leading cause of unintentional injury death for children aged one to fourteen years. Around 300 children either die or are hospitalised each year due to motor vehicle crashes.ii New Zealand has one of the highest Motor Vehicle Traffic Crash (MVTC) - Occupant death rates for children 0-14 year olds in the developed world. This cannot continue.iii

5. The estimated social and economic cost of an average 11 MVTC deaths per annum is estimated at \$101.9 million.iv

6. Safekids argues that tamariki Māori must be a priority because injury data covering child pedestrian and motor vehicle occupant injuries, indicates that nationally, tamariki Māori are more than five times more likely to die of these types of injuries, than European children. Pedestrian hospitalisation rates of Pacific children are also concerning with incidences almost three and a half times that of European/Other children.v

7. Safekids strongly encourages the Auckland Council to develop and implement a more equitable transport network system for the region which is accessible, reliable and affordable, a network of separated cycle lanes throughout Auckland, and comprehensive integration of the active transport and public transport networks, resulting in fewer children being killed and injured on our roads. This will also allow whanau and injury priority groups such as Māori, Pacific and families from highly deprived areas, especially large families, to commute safely and efficiently throughout the region.

8. Safekids Aotearoa strongly endorses the submission put forward by the Children's trauma service, Starship children's Hospital. We endorse the following main points.

- Improved safety for children will be one of the co-benefits of the proposed Climate Action Plan.
- Separated cycleways, pedestrian safety, and reduced reliance on car travel by improving public transport will make travel safer for children.
- A public transport network that is reliable, fast and available to all Aucklanders, and fully integrated with a network of active transport ways, is needed for children and their families to get to school and around Auckland efficiently and safely.
- Equity is an important co-benefit of the Climate Action Plan and will also help address the inequality in child trauma statistics in Auckland.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

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Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Safekids is the national child injury prevention service of New Zealand. Established by Starship Children's Health Trauma Service, its work helps to reduce the high rate of unintentional injury to children. Safekids works to raise public awareness of child injury issues and provide evidence-based information to planners, decision-makers, and providers to improve child safety.

Safekids considers the safety of children to be of paramount importance. Compared to other age groups, children are a small proportion of our population. They lack a political voice and require special measures to keep them safe. Safekids advocates that children as a group deserve special consideration and identification in their own right (UNCROC).

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Annual budget 2022/2023

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Organisation (if applicable): Hāpai Te Hauora Tapui Limited

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: Hāpai supports the recognition of the climate crisis as a climate emergency and the use of “climate emergency” terminology and the actions set to reflect the current emergency state declared.

10. Hāpai supports the investment into decarbonising our public transport [buses and ferries] and in committing to reducing our greenhouse emissions to reach the zero methane emissions by 2050 goal. We support any initiatives targeted at improving the frequency and the coverage of public transport in Tāmaki Makaurau. We advocate that affordability, accessibility and availability of public transport needs to be prioritised as we acknowledge that this is not only the fastest way to get cars off the road, but a key component of ensuring our communities remain connected.

12. We recommend that particular attention is given to improving bus services in Auckland’s rural areas to ensure that our whānau in rural communities are well connected with the rest of the city.

13. Hāpai similarly supports the proposed improvements in footpaths, pedestrian crossings and roadways – we recommend these improvements be prioritised in Tāmaki Makaurau’s most deprived neighbourhoods in Auckland to contribute toward closing [narrowing] the prosperity gap in Auckland between the poorest and the richest neighbourhoods. We, therefore, recommend the inclusion of Manurewa, Otahuhu in these plans and to substitute the North Shore, Hobsonville, and New Lynn with more deprived suburbs.

14. Hāpai welcomes and supports the planting of trees to provide for shade and protection from heat and warm weather. We recommend that some of these trees be fruits trees to provide a free source of fruit for our whānau to help contribute toward improving nutrition, especially for our tamariki.

15. The budget plan does not provide clarity about which areas of Tāmaki Makaurau these trees will be planted/ placed at. We highly encourage that an equity lens is applied in decisions regarding the locality of these trees. We hold concerns that the more prosperous neighbourhoods will be prioritised in this initiative. We recommend the priority to be given to the more deprived neighbourhoods especially in terms of playgrounds and trees around houses/buildings to provide for a resting space for whānau to enjoy nature around them and to provide for a safe environment for Tamariki to play in and connect with nature. This is particularly important in addressing mental health issues which according to statistics are more prevalent in the more deprived neighbourhoods. While we support the proposed improvements in our response to climate change we highly disagree with increasing the targeted general rates on properties. Increasing the general rate would mean an increase in renting cost meanings that the burden of this increase in general rate will fall on tenants who are the most burdened by the housing crises in New Zealand, more particularly in Auckland. We recommend other funding streams are considered to fund the proposed initiatives.

Tobacco Control in the Climate Emergency Budget

17. As highlighted above we both recognize and appreciate the scope of the Auckland Council's Billion Dollar Climate Action Package. The focus areas are all integral components to ensuring we are adequately preserving the mana of the whenua for generations to come. We however believe that smoking and tobacco regulation needs to have a greater emphasis on the climate change budget. We believe that smoking is heavily impacts the environment, and requires a holistic, complex approach. We, therefore, propose that there should be a greater investment within the climate change budget in resources to decrease smoking rates in Aotearoa and to recognise smoking as a hazard to our whenua and tangata today and in the generations to come in the absence of radical solutions to tobacco smoking and its accumulated harm on our whenua and whānau.

18. Achieving that requires firstly recognising the impact of colonisation on smoking amongst Māori . Since the arrival of the European Settlers, Māori were predisposed to tobacco and its adverse effects. Simultaneously, Māori were stripped of their Whenua and other taonga. Recent literature has identified a clear link between the confiscation of land and smoking. Additionally, In 2019, New Zealand's first national litter audit found that there were more than 2000 cigarettes per person (over 10 billion in total), polluting the environment, which suggests that rather than taking a narrow approach to climate change, dismantling the historic damage of tobacco on Māori is a significant precursor. We therefore recommend greater recognition of the relationship between colonisation/ historic and current land confiscation and Māori smoking rates and for this relationship to be incorporated into this budget plan to provide a comprehensive and holistic approach to reach our smoke-free 2025 goal as well as our climate action goals.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: The budget plan does not provide clarity about which capital investments will be delayed and how these investments will be selected/decided upon in terms of prioritisation. We recommend transparency around which investments will be delayed and how these will be selected/decided upon. In that regard, we recommend that the public's interests are at the heart of any changes made regarding capital investment.

20. Similarly, the budget plan is unclear about the consultation process with Māori and the decisions made in regards to the proposed budget levers. We recommend transparency across the board and that robust engagement with Māori [

mana whenua] is written into deciding on this budget plan. This engagement should ensure an equal Te Tiriti Partnership that recognises Māori as equal Te Tiriti partners are promised in Te Tiriti o Waitangi.

21. We would like to highlight the complexity of the language used in the budget plan, particularly the budget pressure section. The language used in this section is very complex for an everyday person to comprehend, therefore it is unreasonable to expect that a robust submission process can take place when the community are unable to understand what is being proposed. While we appreciate that the Council is providing for a one month feedback period and feedback sessions on the proposed budget plan, we see that the complexity of the language used in the plan could be a barrier to whanau submitting their valuable feedback on the plan. We recommend a clearer and simpler language be used in the budget plan to ensure that it is accessible [in terms of simplicity] to those whom it's intended for.

22. In regards to services prioritisation, Hāpai holds concerns regarding the decision-making process that will be followed in deeming which services are to be stopped or changed. We are concerned that decisions made regarding services prioritisation would lack consideration of the voices of those who use the services most, especially hard to reach communities including those with mental health and addiction issues, our disconnected whānau in rural areas and those with low socioeconomic status, etc...

23. Hāpai believes that public trust must be at the heart of any changes made to any services provided by Auckland Council. We highly recommend that any changes made to services provided by the Auckland Council are done with public consultation and that adequate time is given to the public [more particularly services users] to have their say on any proposed changes to ensure that decisions are left for the community on which services can be deprioritised.

24. We further recommend that any changes made to any services are equitable. This includes ensuring that changes made will not further widen the gap in prosperity between the most vulnerable communities in the most deprived neighbourhoods [in which Māori and Pasifika are over-represented in] and those in affluent neighbourhoods. We are concerned that changes to services will be saturated in services serving Māori and Pasifika whānau who are underrepresented in the local government bodies and the decision-making process.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why: We welcome the introduction of food scrap bins across Tāmaki Makaurau to support waste reduction and hence the amount of rubbish sent to landfills. This will also reduce food waste and greenhouse emissions, as food scraps, when burnt produces methane - a toxic greenhouse gas. Reducing food waste is a step forward for Tāmaki Makaurau and Aotearoa in supporting our commitment to reducing greenhouse emissions.

26. The plan does not provide clarity about the availability of food scrap bins in schools, marae, restaurants, businesses, etc... We highly recommend the expansion of this service to entities that inclusive of but not limited to, schools, marae,

businesses and other entities to ensure that rural households, schools, marae, businesses and other service users are provided with equitable access to the food scrap bins.

27. We recommend that the food scrap services be equally distributed across Auckland's suburbs, particularly rural areas.

28. In regards to the council's proposal to shift from a planned region-wide PAYT system to a region-wide rates-funded refuse collection system, Hāpai is hesitant about whether or not this shift will place an additional burden on whānau in rental properties. Charges regarding waste management, water care etc... often fall on tenants due to landlords' lack of knowledge of tenancy laws and their responsibilities as a landlord. Unless there are regulations in place to protect tenants from these charges falling on them, we do not support the shift to the proposed system.

29. While we see that the cost of waste collection will be cheaper as shown in the consultation document, we see no clarity about whether or not the cost will be cheaper or higher for our whānau in rental properties. It is important to highlight that Māori and Pasifika whānau are more likely to be living in a rental property. This means that Māori and Pasifika whānau will be vulnerable to any increases in charges.

30. Hāpai believes that waste management should be considered an environmental hazard issue and dealt with as such. A healthy environment and natural resources should be the ultimate goal toward which Aotearoa and Tāmaki Makaurau should be aiming toward achieving. This includes protecting the environment from all harm such as pollution and waste. Tāmaki Makaurau needs to take radical actions to restore our environment and its natural resources by firstly taking responsibility for the accumulated damage we have imposed upon the environment for centuries, and secondly putting an end to any form of environmental damage.

31. In that regard, Hāpai supports the council's proposal to close landfills and remedy marine landfills, we believe this is a step forward in reducing and eventually preventing any damage on our whenua. Aucklanders have for years expressed their concerns about the presence of these sites in our environment, with local iwi vocal about their concerns around the Dome Valley landfill, north of Auckland a few months ago. We recommend clarity and transparency on how much of the \$510 million [per annum] environmental management and regulation will be dedicated for landfills. We would like to highlight that our ultimate goal should be to find radical and innovative solutions to the management of waste in Tāmaki Makaurau.

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

We disagree with the budget of \$601 million allocated for council support. While we understand the significance of services provided by the council and the funding needed to support the operation of the council we equally believe that a budget of \$601 million per annum is unnecessarily excessive especially given the lack of explicit budget allocated to three of the biggest issues facing Auckland, homelessness, housing, and inequities facing Māori and Pasifika across all spheres of living standards.

33. While we understand current financial pressures, the government's attempt to recover in a post Covid-19 lockdown era and the current uncertainties of the current Omicron outbreak, we believe that issues concerning inequities should continue to be prioritised in this annual budget, these include homelessness, housing, and Māori outcomes.

34. Hāpai holds concerns regards the annual budget's disregard to the issue of homelessness in Tāmaki Makaurau. There is no explicit budget allocated in the plan to addressing the issue of homelessness. Whānau rawakore were amongst the most affected by the Covid-19 Pandemic. The homeless population are a highly vulnerable and undervaccinated population unable to adequately protect themselves from catching the virus, no means of support during the lockdown period and were isolated and disconnected in terms of accessing news and key information about the pandemic, including information about how to access support. Homelessness or vulnerably housed [whānau without accommodation, or in temporary or unstable housing or are at a risk of becoming homeless] continues to be an issue facing many whānau which has only been exacerbated in the Covid-19 pandemic with more families being at risk of becoming homeless or vulnerably housed. We urge the Mayor and Auckland Council to dedicate a specific budget to addressing the issue of homelessness / vulnerably housed and to better prepare Auckland for future ultimately safeguarding the future of Aucklanders.

36. It is concerning that Māori outcomes are not explicitly allocated an investment figure within this Annual Budget. While we acknowledge that improving Māori outcomes is delivered across multiple streams within Council and across several contractual timeframes, it is imperative that the transparency of this process is maintained throughout Council's communications.

37. Furthermore, improving Māori outcomes goes beyond cultural narratives for parks and recreation spaces. We view these as 'Business As Usual' components of Council's work. These actions merely work to address some of the impacts of the dominant Eurocentric narratives across Tāmaki Makaurau, inequitable economic outcomes for Māori and ensuring Māori are represented in the arts, cultural and sporting arenas.

38. To continue to improve outcomes for Māori in Tāmaki Makaurau, we believe that internal Council staff should commit budget to ensuring all staff, [new and current] are formally inducted through a comprehensive education programme regarding Te Tiriti o Waitangi, mana whenua & ahi kā iwi history and dynamics for Tāmaki specifically, Māori engagement practices, te reo Māori and understanding the urban Māori environments in Tāmaki.

39. To ensure meaningful outcomes, it is imperative that internal Council staff contextualise how their department, contract and deliverables will or do impact the social, economic, environmental and cultural outcomes for Māori communities in Tāmaki Makaurau.

40. In regards to environmental management and regulation, Hāpai urges that Mātauranga Māori knowledge is centralised in any and all initiatives targeted toward our environmental management and regulation, and that tangata whenua leadership in this space is supported and privileged. Regarding the proposed improvements in parks and communities and economic and cultural development we highly urge Auckland Council to apply an equity lens in implementing these improvements to ensure that the most deprived neighbourhoods in Auckland are prioritised in benefiting from these improvements.

42. We disagree with the proposed \$123 m per year [\$478m over three years] on city-centre development. We see this investment is better directed toward improving the most deprived neighbourhoods including roads, traffic lights, parks and community centres. Dedicating a budget for city-centre development [prospered suburbs] in the absence of a dedicated budget to narrow the prosperity gap between Auckland's suburbs is a step backwards in "building a world-class city" as promised in the consultation document.

Local board priorities

43. While we commend the council's effort in seeking the public's feedback on local board priorities besides the Annual Budget we see many barriers preventing whānau from sharing their feedback on the local board priorities. Whānau have a poor understanding of what local boards are and what their position in the government is, and therefore are unclear about what these plans or priorities are and how they will impact their lives or how their voices would matter. This was concluded from Hāpai Te hauora engagement with local boards in 2019 to support whānau in having their say in their local boards priorities.

44. We recommend that additional effort be directed toward improving local boards' engagement with their communities to ensure that whānau have the knowledge and understanding of who the local boards are and what their priorities are.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

28 MARCH 2022

Hāpai Te Hauora Submission to the Auckland Council on the Annual budget 2022-2023

INTRODUCTION

1. Hāpai would like to firstly thank Auckland Council for the opportunity to submit on this budget plan. We look forward to sharing our views in this submission.
2. Hāpai Te Hauora Tāpui Ltd (Hāpai) is the largest Māori Public Health organisation in Aotearoa. We are national leaders in Population Health, Public Health, Policy and Advocacy, Research and Evaluation, and Infrastructure Services. Hāpai situates itself as the conduit between people and policy, utilising the strength of connection to the community to advocate and drive people led policy, for best Population health outcomes.
3. Established as a tripartite agreement between Te Rūnanga o Ngāti Whātua, Raukura Hauora o Tainui and Te Whānau o Waipareira in 1996, Hāpai has worked for 25 years to advance the interests of whānau, hapū, iwi and communities in Tāmaki Makaurau and nationally.
4. Hāpai is a Māori Public Health organisation that has its roots grounded in Tāmaki Makaurau, and with a reach across Aotearoa. Hāpai is mandated to work across a range of population health, health promotion and infrastructure service support, with key workstreams across tobacco control, gambling harm minimisation, alcohol and other drugs harm minimisation, improving nutrition and physical activity, psychosocial responses for mental health and addictions, SUDI prevention and Tamariki Ora. Our work program is broad and varied, ensuring that we work across the social determinant of health to address health issues and improve health outcomes for whānau.
5. Given our whakapapa (heritage), Hāpai continuously operates under our own empirical models of indigenous wellbeing, which ensures that our practice is in alignment with the latest Public Health

evidence and the expertise of the lived experiences of whānau, hapū, iwi and hāpori Māori, to enhance Māori well-being.

6. As an organisation, Hāpai is committed to realising the health and well-being potential of Māori through working towards equitable health outcomes for whānau, hapū, iwi and hāpori Māori. We affirm that to achieve this, the impacts of broader social determinants of health need to be addressed structurally and systemically.
7. Hāpai operates from the philosophy of “Oranga Tangata, Oranga Whenua” as the simulative epitome of Te Āo Māori in practice. This speaks to the inextricable connectedness of humanity to the environment in all of its facets. “Oranga Tangata, Oranga Whenua” highlights the critical interdependence that Māori people have with their environment, reflected not only in its physical manifestations of land and water but also in human and esoteric capitals.
8. Hāpai affirms that Māori whānau, hapū, and iwi rights to good health and well-being is enshrined in Te Tiriti o Waitangi, and that whānau Māori, hapū, and iwi have the right to good health and well-being. Under Te Tiriti o Waitangi, Māori are guaranteed protection of tāonga, of which hauora and tiaki whakapapa can be considered under and equally, were guaranteed equal protection of citizenship under article 3 of Te Tiriti.

RESPONSE TO THE ANNUAL BUDGET

Key issue 1 – Climate Emergency

9. Hāpai supports the recognition of the climate crisis as a climate emergency and the use of “climate emergency” terminology and the actions set to reflect the current emergency state declared.
10. Hāpai supports the investment into decarbonising our public transport [buses and ferries] and in committing to reducing our greenhouse emissions to reach the zero methane emissions by 2050 goal.

11. We support any initiatives targeted at improving the frequency and the coverage of public transport in Tāmaki Makaurau. We advocate that affordability, accessibility and availability of public transport needs to be prioritised as we acknowledge that this is not only the fastest way to get cars off the road, but a key component of ensuring our communities remain connected.
12. We recommend that particular attention is given to improving bus services in Auckland’s rural areas to ensure that our whānau in rural communities are well connected with the rest of the city.
13. Hāpai similarly supports the proposed improvements in footpaths, pedestrian crossings and roadways – we recommend these improvements be prioritised in Tāmaki Makaurau’s most deprived neighbourhoods in Auckland to contribute toward closing [narrowing] the prosperity gap in Auckland between the poorest and the richest neighbourhoods. We, therefore, recommend the inclusion of Manurewa, Otahuhu in these plans and to substitute the North Shore, Hobsonville, and New Lynn with more deprived suburbs.
14. Hāpai welcomes and supports the planting of trees to provide for shade and protection from heat and warm weather. We recommend that some of these trees be fruits trees to provide a free source of fruit for our whānau to help contribute toward improving nutrition, especially for our tamariki.
15. The budget plan does not provide clarity about which areas of Tāmaki Makaurau these trees will be planted/ placed at. We highly encourage that an equity lens is applied in decisions regarding the locality of these trees. We hold concerns that the more prosperous neighbourhoods will be prioritised in this initiative. We recommend the priority to be given to the more deprived neighbourhoods especially in terms of playgrounds and trees around houses/buildings to provide for a resting space for whānau to enjoy nature around them and to provide for a safe environment for Tamariki to play in and connect with nature. This is particularly important in addressing mental health issues which according to statistics are more prevalent in the more deprived neighbourhoods.

16. While we support the proposed improvements in our response to climate change we highly disagree with increasing the targeted general rates on properties. Increasing the general rate would mean an increase in renting cost meanings that the burden of this increase in general rate will fall on tenants who are the most burdened by the housing crises in New Zealand, more particularly in Auckland. We recommend other funding streams are considered to fund the proposed initiatives.

Tobacco Control in the Climate Emergency Budget

17. As highlighted above we both recognize and appreciate the scope of the Auckland Council's Billion Dollar Climate Action Package. The focus areas are all integral components to ensuring we are adequately preserving the mana of the whenua for generations to come. We however believe that smoking and tobacco regulation needs to have a greater emphasis on the climate change budget. We believe that smoking is heavily impacts the environment, and requires a holistic, complex approach. We, therefore, propose that there should be a greater investment within the climate change budget in resources to decrease smoking rates in Aotearoa and to recognise smoking as a hazard to our whenua and tangata today and in the generations to come in the absence of radical solutions to tobacco smoking and its accumulated harm on our whenua and whānau.
18. Achieving that requires firstly recognising the impact of colonisation on smoking amongst Māori . Since the arrival of the European Settlers, Māori were predisposed to tobacco and its adverse effects. Simultaneously, Māori were stripped of their Whenua and other taonga. Recent literature has identified a clear link between the confiscation of land and smoking. Additionally, In 2019, New Zealand's first national litter audit found that there were more than 2000 cigarettes per person (over 10 billion in total), polluting the environment, which suggests that rather than taking a narrow approach to climate change, dismantling the historic damage of tobacco on Māori is a significant precursor. We therefore recommend greater recognition of the relationship between colonisation/ historic and current land confiscation and Māori smoking rates and for this

relationship to be incorporated into this budget plan to provide a comprehensive and holistic approach to reach our smoke-free 2025 goal as well as our climate action goals.

Key issue 2 – budget pressure

19. The budget plan does not provide clarity about which capital investments will be delayed and how these investments will be selected/decided upon in terms of prioritisation. We recommend transparency around which investments will be delayed and how these will be selected/decided upon. In that regard, we recommend that the public's interests are at the heart of any changes made regarding capital investment.
20. Similarly, the budget plan is unclear about the consultation process with Māori and the decisions made in regards to the proposed budget levers. We recommend transparency across the board and that robust engagement with Māori [mana whenua] is written into deciding on this budget plan. This engagement should ensure an equal Te Tiriti Partnership that recognises Māori as equal Te Tiriti partners are promised in Te Tiriti o Waitangi.
21. We would like to highlight the complexity of the language used in the budget plan, particularly the budget pressure section. The language used in this section is very complex for an everyday person to comprehend, therefore it is unreasonable to expect that a robust submission process can take place when the community are unable to understand what is being proposed. While we appreciate that the Council is providing for a one month feedback period and feedback sessions on the proposed budget plan, we see that the complexity of the language used in the plan could be a barrier to whanau submitting their valuable feedback on the plan. We recommend a clearer and simpler language be used in the budget plan to ensure that it is accessible [in terms of simplicity] to those whom it's intended for.
22. In regards to services prioritisation, Hāpai holds concerns regarding the decision-making process that will be followed in deeming which services are to be stopped or changed. We are concerned that decisions made regarding services prioritisation would lack consideration of the voices of

those who use the services most, especially hard to reach communities including those with mental health and addiction issues, our disconnected whānau in rural areas and those with low socioeconomic status, etc...

23. Hāpai believes that public trust must be at the heart of any changes made to any services provided by Auckland Council. We highly recommend that any changes made to services provided by the Auckland Council are done with public consultation and that adequate time is given to the public [more particularly services users] to have their say on any proposed changes to ensure that decisions are left for the community on which services can be deprioritised.
24. We further recommend that any changes made to any services are equitable. This includes ensuring that changes made will not further widen the gap in prosperity between the most vulnerable communities in the most deprived neighbourhoods [in which Māori and Pasifika are over-represented in] and those in affluent neighbourhoods. We are concerned that changes to services will be saturated in services serving Māori and Pasifika whānau who are underrepresented in the local government bodies and the decision-making process.

Key issue 3 – waste service standardisation

25. We welcome the introduction of food scrap bins across Tāmaki Makaurau to support waste reduction and hence the amount of rubbish sent to landfills. This will also reduce food waste and greenhouse emissions, as food scraps, when burnt produces methane - a toxic greenhouse gas. Reducing food waste is a step forward for Tāmaki Makaurau and Aotearoa in supporting our commitment to reducing greenhouse emissions.
26. The plan does not provide clarity about the availability of food scrap bins in schools, marae, restaurants, businesses, etc... We highly recommend the expansion of this service to entities that inclusive of but not limited to, schools, marae, businesses and other entities to ensure that rural

households, schools, marae, businesses and other service users are provided with equitable access to the food scrap bins.

27. We recommend that the food scrap services be equally distributed across Auckland's suburbs, particularly rural areas.
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our environment, with local iwi vocal about their concerns around the Dome Valley landfill, north of Auckland a few months ago. We recommend clarity and transparency on how much of the \$510 million [per annum] environmental management and regulation will be dedicated for landfills. We would like to highlight that our ultimate goal should be to find radical and innovative solutions to the management of waste in Tāmaki Makaurau.

The Proposed Budget

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Local board priorities

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44. We recommend that additional effort be directed toward improving local boards' engagement with their communities to ensure that whānau have the knowledge and understanding of who the local boards are and what their priorities are.

CONCLUSION

45. Hāpai would like to thank Auckland Council for taking the time in considering the views of Hāpai Te Hauora in this submission.

Nāku iti noa,

A handwritten signature in black ink, appearing to read 'Jason Alexander', written in a cursive style.

Jason Alexander

Deputy Chief Executive Officer

Hāpai Te Hauora Tāpui Limited

Level 1, 6-8 Pioneer Street, Henderson

P: 0212213213 E: Jason.Alexander@Hapai.co.nz

Community Feedback on the Auckland Council Budget Plan 2022

Do you agree with increasing the targeted rate on property?

- 57 % yes
- 43% no

Do you agree with the proposed projects under climate change actions:
86% yes

Do you agree with the three bin system

86% yes

Do you agree with replacing the pay- as-you-throw model with the region-wide rate system?

86% yes

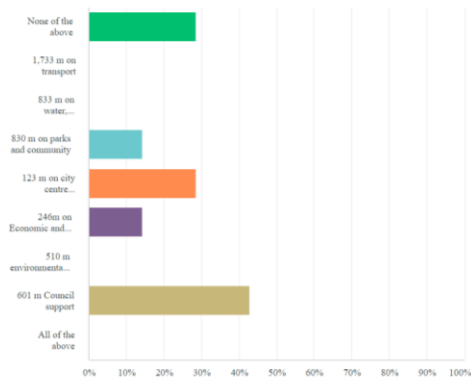
Do you agree with reducing spending on low priority services?

Yes 85%

How do you think the priority services should be selected/ decided up on?

- Pro-equity needs-based assessments (by community or Local Board)
- Priority services are those that serve under privileged communities. If communities or others can afford to run services then that should be an option to take.
- Consultation with communities across Auckland to determine their needs and priorities for spend across the different budget areas of Auckland Council
- What are these issues it's hard to give a proper view if you don't know what isn't priority services
- Give to grassroots community providers to deliver immediate response to whānau suffering from impacts (short and long-term) of Covid.
- How many people's lives are positively affected by this service? What is the extent of that effect? Are there similar services that could provide the same outcome?
- Public vote

Which of the proposed budgets do you disagree with?



Reasons for these answers were:

- Accommodate working from home protocols as a permanent contractual offering for all non-essential office staff. This enables less congestion on our motorways and encourages Aucklanders to limit their carbon-emissions.
- I think both options are important but given the shortfall of funding to do everything, I would be OK with a hold on 'beautifying' the city area and some development, I think council support is needs to be reviewed with tight scrutiny. The work programme needs to be more action orientated and strategic.
- Council fleet and ICT improvements are necessary, however budget expenditure should be to improve the living conditions and conditions of communities and neighbourhoods. 600 million is absolutely excessive, and resource could be better utilised on the tidy up efforts in less affluent neighbourhoods so those communities feel proud of where they call home.
- Coz they all need money to be updated and maintained with our growing population. Need to make sure we as people's of Auckland need to be involved
- We dont need to be spending millions in these areas where it could be better spent else where

I think the proposed budget missed the following priority issues

- Oringihina Marae development and implementation for Henderson-Massey Local Board. Also, there should be a road tax for the region to further support the investment into public transport, walking and cycling options. Ensure that we reduce emissions as opposed to offsetting.
- Where is health and housing?

- Cleaning up the south Auckland town centre areas, and increasing south Auckland playground standards to compare to those in more affluent suburbs
- What about community services that keep kids off the street/out of trouble?
- Mental health care

I also think that?

- Mandate Te Tiriti-centric and equity KPIs into every single employment contract for staff to drive efficiency in services delivered by all of Council.
- How can we thank the many Aucklanders who have paid rates for over 30, 20, 10 years....it would be nice to have a recognition of that somehow .All the 'new to Auckland' residents benefit from past taxes.
- We need a better investment approach in improving access to public transport, with routes that make a cross city commute something that isnt so daunting hence pushing people to continue to use private vehicles causing congestion and air pollution
- That more needs go be done in the mental health sector suicide being our biggest death rate is so sad more needs to be done



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Ngā Kairauhi Papa – Queen Elizabeth II National Trust

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: We agree with Auckland Council that investment in the implementation of Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) should be a priority in the Annual Budget 2022/2023. While we are supportive of targeted expenditure on improving public transport and Auckland's active network, our feedback primarily relates to one of our core areas of business, urban ngahere.

We support the proposed expenditure on tree planting. This will provide positive impacts in the distribution of ngahere across Auckland, assist in reducing carbon emissions, and help to mitigate the effects of climate change. We also support the proposed planting in local board areas with lowest tree canopy cover to work towards the target of at least 15% cover of urban ngahere per local board area. We would like to see a focus on planting of eco-sourced native tree species where possible, to increase the overall benefit of this programme by achieving biodiversity outcomes in addition to climate outcomes.

We are concerned that the proposed urban ngahere work, as a result of the Climate Action Targeted Rate, is entirely focussed on tree planting. In our opinion, this misses an opportunity to recognise the climate benefits of protecting existing urban ngahere in addition to encouraging further tree planting. For several reasons further outlined below, we consider that ensuring existing ngahere remains intact is at least as beneficial as creating new areas of forest.

Climate benefits of protecting existing urban ngahere

Increased protection of existing native forest and wetlands can play an important role in helping Auckland reach its climate change goals and could contribute to improvements in other areas to achieve 'co-benefits' for the environment and the well-being of Auckland residents. For example, the transition towards increasing protection of urban ngahere presents an opportunity to improve biodiversity, freshwater, soil health, and erosion control.

Native forest and wetland ecosystems hold huge amounts of carbon. Any loss of these ecosystems through deforestation, cultivation, or drainage releases carbon into the atmosphere. Loss of native vegetation is still happening on private land across Auckland, and once this vegetation is lost it can take many decades to achieve the same climate benefits through tree planting. Completing formal protection of native forest and wetlands, for example through covenanting with QEII National Trust, ensures areas of native vegetation on private land cannot be cleared in future, preserving their value to climate change mitigation.

In addition to formal protection with a covenant, the value of existing urban ngahere for carbon sequestration can also be improved and protected by:

- Excluding stock and otherwise encouraging natural regeneration of forest on marginal agricultural land. In some forest ecosystems in Auckland (such as dune forest), stock exclusion is essential to ensure survival of forest fragments when the current canopy species reach the natural end of their life. Stock exclusion also improves the health of mature canopy trees and furthers their potential for carbon sequestration.
- Control of feral browsers (particularly deer, goats, and possums) - a recent report by Forest and Bird estimated that the West Coast's kamahi-podocarp forest alone are losing 3.4 million tonnes of carbon dioxide every year due to browsing by feral ungulates.
- Control of pest plants that threaten regeneration of native vegetation.

Comparison of protecting existing vegetation vs revegetation planting

Protection of existing ngahere may include fencing, pest control, and monitoring. The climate-related outcomes of this protection include secured carbon sequestration from canopy trees and enhanced understorey regeneration, along with confidence that there will not be carbon emissions from future vegetation clearance or forest collapse.

Some new QEII covenants in Auckland include earlier successional vegetation, so present a significant opportunity for additional carbon sequestration as the forest continues to mature. We acknowledge that planting new trees also contributes to carbon sequestration; however, this takes decades before the trees or areas of forest achieve the same size and structure, and associated climate benefits, of existing mature or regenerating forest. Furthermore, new tree plantings are vulnerable and require significant short-term expenditure, including monitoring of plant survival as well as maintenance such as pest plant control, watering, and replacement planting.

A QEII National Trust study in Canterbury examining the cost of protecting existing vegetation versus planting new vegetation estimated that revegetation is approximately 100 times more expensive than protection of existing forest (\$655/ha vs \$63,900/ha respectively). This study considered costs shared between both methods (e.g.: fencing, weed control), with new planting having multiple additional costs such as site preparation, plant purchase, labour, and ongoing maintenance. As the proposed urban ngahere planting in Auckland leans towards individual/small-scale tree planting, some of these costs would be reduced (compared to large-scale revegetation projects); however, the per-hectare cost difference between protecting existing vs planting new is still likely to be substantial.

Where limited resources are available, protecting the carbon sequestration values of existing vegetation is significantly more efficient and effective than revegetation. As such, this should be given at least the same funding priority as new planting.

Summary

QEII National Trust supports the proposed increase in spending on urban ngahere management for climate action in Auckland, including the planting of new trees in local board areas that currently have low levels of existing canopy cover. However, we believe any climate action related to urban ngahere should equally focus on protection of existing native forest and wetlands, as the carbon sequestration benefits per dollar spent are likely to be greater than those resulting from new tree planting.

In addition to planting of new urban ngahere, we therefore recommend consideration of allocating a portion of the Climate Action Targeted Rate towards protection and enhancement of existing urban ngahere which may include:

- Targeted funding support for fencing and registering formal protection (e.g.: QEII National Trust covenant).
- Assistance to private landowners for pest plant and animal control.
- An expansion of the Council's regional pest animal programmes targeted browsing mammals, deer, goats, and possums.

We thank the council for its consideration of this feedback and wish to reiterate how much we value the partnership between our two organisations, and the work we've been able to achieve together. We look forward to continuing to the ongoing collaboration between our two organisations to achieve positive outcomes for biodiversity on private land.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
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Or is there anything further you would like to give feedback on?

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.

28 March 2022

Auckland Council

Submission on Auckland Council's Annual Budget 2022/2023 Consultation – Climate

Introduction

Ngā Kairauhī Papa – Queen Elizabeth II National Trust (QEII) is a statutory non-government organisation, established in 1977. Our mission is to inspire private landowners to protect and enhance open spaces of ecological and cultural significance.

We work alongside landowners in Aotearoa New Zealand to place covenants on their land to protect areas with open space values, in perpetuity. The scope of 'open space' is wide: we protect areas of cultural, historical, landscape, and most often, land with high indigenous biodiversity and conservation values. Protected indigenous biodiversity areas range from primary forest systems to rare coastal habitats, and grass and tussock lands to wetlands and riparian areas. Through our work of over 40 years, more than 180,000 hectares of open space are protected with QEII covenants.

QEII is very active in the Tāmaki Makaurau/Auckland Region, with four regional representatives (Chris Floyd, Jessica Reaburn, Paul Goldsmith, and Lynette Benson) working alongside landowners and Auckland Council to protect areas on private land in perpetuity. We know that our work and that of other covenanting agencies is important in the region, where massive loss of native vegetation has occurred in the past. We currently receive a grant from Auckland Council to assist with the protection and management of current and proposed QEII covenants. As a charitable trust this support for our covenantors is welcomed and we appreciate this partnership with Auckland Council.

We are interested in Auckland Council's Annual Budget 2022/2023 in relation to 'Key issue 1: Climate'. Our interest is because one of the Council's proposed three core parts of the Climate action package is related to urban ngahere (forest). Approximately 60% of Auckland's urban ngahere is located on private land, so any proposed changes to ngahere management must also include action on private land. As above, QEII has a wealth of experience in this space. We consider there is great potential for existing and future covenanted land to contribute to climate change mitigation efforts in Auckland.

Feedback on proposed Climate action package – urban ngahere

We agree with Auckland Council that investment in the implementation of Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) should be a priority in the Annual Budget 2022/2023. While we are supportive of targeted expenditure on improving public transport and Auckland's active network, our feedback primarily relates to one of our core areas of business, urban ngahere.

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lowest tree canopy cover to work towards the target of at least 15% cover of urban ngahere per local board area. We would like to see a focus on planting of eco-sourced native tree species where possible, to increase the overall benefit of this programme by achieving biodiversity outcomes in addition to climate outcomes.

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Grey Power Auckland Region - Zone 2

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Senior Social Housing/Haumarū Development

The housing crisis both general and for seniors is the most immediate problem for the community and the Government. Auckland Council has the opportunity to play a significant part in assisting with both.

There is a need for a major change in Council social housing policy..

Council must work with Haumarū/Panuku to maximise the number of units they can build on the existing senior Court sites,.

This means that the current policy of selling off part of the land of sites being redeveloped to finance the redevelopment must cease. All land must be retained and new units maximised on the old sites.

The developments are self funding through the IRRS rental subsidy and the low interest rates available. Grey Power has already worked with the Government on this approach.

Where a site is unsuitable for redevelopment it could be sold but the proceeds used to buy land for a senior Court in a more suitable site, preferably in the same community.

This is a situation in Devonport at the moment where a six unit site is closed down and being sold. Kainga Ora and Ngati Whatua have major residential developments going on in the area at the moment, and the proceeds must be used to develop a new Haumarū block in conjunction with the other developments.

Grey Power has been working with Council and Haumarū for some years,

Haumarū is doing an excellent job, and Grey Power asks that a working group be set up with Grey Power, Haumarū, Council and the Ministry of Housing to develop a strategy for Haumarū to expand in this way.

Haumarū only has units on the North Shore, West and South Auckland as Auckland City sold their senior units years ago.

This is a critically important proposal and a top Grey Power priority.

Auckland Primary Schools Music Festival Funding

Grey Power asks that Council recognise the iconic nature of the Festival which will be holding its 80th festival this year and the magnificent contribution our primary school teachers have made and are still making coping with COVID19 pandemic fallout on the school operations.

Grey Power asks that the Festival be granted a special community award of permanent complimentary use of the Town Hall each November for the festival which brings 4,000 children from Auckland's primary schools together for this major community cultural event.

The Auckland Primary School principals run on a voluntary basis the Festival which involves over 4,000 students performing at the Auckland Town Hall. It has been going for 80 years, and was threatened with closure in 2017 when the RFA increased the rent from \$30,000 to \$90,000 over three years. Through Grey Power initiated National Radio publicity it was saved by the personal intervention and a three year sponsorship organised by the new Chair of RFA, Andrew Barnes

It is up for review, and no new arrangements have been made and the RFA no longer exists.. The cost is insignificant in the context of other event support in the city through ATEED with whom RFA have been combined to form Auckland Alive.

It is mindful to recall that the Viaduct Exhibition Centre was rented to Team NZ for the Americas cup for \$1 a year, a revenue loss to the Council of a reported \$13 million.

Forum On Future Population Growth and Demographic Changes

The 10 Year Plan core assumptions are that the population of Auckland will increase from the current 1.7 million by 261,000 over the 10 years to 2031, reaching 1.96 million.

This is another 10,000 homes a year needed on top of the current shortfall, and probably another 12,000 cars a year on the roads.

And what happens after 2031 ?

The growth assumptions Council is using has 2.13 million people in 2041 and 2.3 million in 2051, another 340,000 in the following 20 years, and ongoing.

It is hard to see a sudden stop this rampant growth.

The Plan advises that the number of seniors over 65 has increased 13% since 2013, and is expected to double in the two decades from 2018 to reach a total of 400,000 by 2038.

Our Shore community is already under serious stress, as is the whole city, with the impact of the Unitary Plan intensification and development, and the character, natural environment and livability is deteriorating, and faces getting worse.

In our very first submission in 2011 Grey Power asked for a Population Policy Forum to study the impacts of the underlying assumptions on growth and demographic changes the first Auckland Plan was based on.

The same request has been made in subsequent submissions, and its time has come.

Commentators, including Professor Paul Spoonley are calling for a discussion on where Auckland is heading with this continuing massive growth and demographic and cultural shifts.

Grey Power asks the the Council in conjunction with AUT hold a forum to impartially and critically assess the impact of this massive population growth on Auckland and its community, and appropriate policy steps to address the issues that arise..

Civil Defence Emergency Management Failure At Local Level In First COVID19 Lockdown.

The lack of an operating and effective local Civil Defence Emergency Management organisation on the ground, and the inability to communicate with residents and connect them to groups who could assist was a serious problem with the unexpected first COVID19 lockdown. It was several days before Council was partially effective but serious communication and support issues remained. Grey Power, Age Concern and MSD needed to step in to cover the deficiencies.

A discussion on this was planned at the August Mayors meeting but was a COVID19 casualty. It needs to be held now and special Budget provision made to get an effective local emergency structure operational and in place.

Effectiveness of HaveYourSay consultation process

Grey Power has serious concerns about the effectiveness and quality of the HaveYourSay consultation and submission process, and corresponded with the Auditor General on this with the last 10 Year Budget in 2018, and featured in his report to Parliament.

The process needs to be critically reviewed.

Age Friendly Action Plan

Grey Power is concerned that the Age Friendly Action Plan of the Council be progressed and fully incorporated in the current 10 Year Budget'

We have a concern that the early termination of the previous Senior Advisory Panel may have left a gap in the "institutional knowledge" of this critical piece of work.

Heritage – Museum of Auckland

Heritage funding has suffered in recent times and there is a real gap in the museum world through their being no specific Museum of Auckland to preserve and present our city's history, Neither Auckland Museum or MOTAT fulfil this role, and Grey Power is submission to both museums Draft Annual Plans have asked them to correct this deficiency.

This is particularly important with the Government requirement to teach NZ history in our schools with a special focus on local history.

The Council is asked to develop this concept with the two museums.

Points not made included in the verbal presentation but included in previous Plan submissions for consideration in the new 10 Year Budget are:

General Heritage

The revised Auckland Plan seriously diminished Council policy intent and focus on the heritage, and the special section Chapter 4 of the original Auckland Plan needs to be re-introduced.

The Regional Heritage Grants programme has been increased for \$84,000 to "up to \$500,00" but grant applications were shut down by the Emergency Budget last year, the only grant categories to have this imposed.

Transport

The special needs of seniors must be considered in all Auckland transport decisions.

Grey Power asks that some realism be put into Council policy recognizing that while increasing cycling as a key means of transport is laudable and is receiving major funding input there appears to be little actual usage on the roads.

It is important to recognize that car travel is critical for the mobility of many seniors, most of which is local.

Similarly the provision of parking is important in commercial and social activity areas.

Council is asked to consider a SuperGold parking facility for seniors in line with the Palmerston North City Council free parking from 9.00am to 12.00 pm on weekdays.

It is also expected that there will be no change in the SuperGold transport concession currently in place in the city

Review of Auckland Council Super City Structure, Planning and Operational Effectiveness

There is increasing community concerns in the light of ten years experience of whether the SuperCity core structure is “fit for purpose” and providing the vision and operational efficiencies that were anticipated in the original legislation

Grey believes it is timely for a major discussion of the overall efficacy, structure and operation of the Auckland Super City model to be held with a view to making appropriate amendments to improve it political, operational and community connectivity effectiveness.

It is appreciated this would necessarily involve Government participation.

“Ombudsman” for the Council

Grey Power has previously recommended that an “Ombudsman” type office be established for handling of issues arising within the Council structure where residents can get assistance in resolving these and/or receive guidance on whom should be dealing with their particular issue.

The sheer size, complexity, and silo-ed nature of the Council structure creates considerable difficulty for residents to get answers or resolution of relatively minor issues.

Budget Part Four: Rates

Level of Rate/Charges Increases

Grey Power is very conscious of the financial situation facing the Council but has a real concern at the proposed current very high level of rate and other impost increases in the 10 Year Budget and their ongoing impact on the senior community, particularly those reliant only on NZ Superannuation.

We have been unable in the time available to carry out a specific analysis of the rates and revenue gathering increases, but would stress again the need for a critical review of cost cutting and the continuing movement of the rating base from business to residential ratepayers.

A sensible suggestion has been the selling of part of the Auckland Airport share portfolio to assist with current revenue shortfalls- The shares are a fluid Council asset that could be repurchased in the future if Council so decided. This is a flexibility which is not available with selling land assets.

We will come back to you on this.

Grandfathering of Rates (new)

It has been a long standing Grey Power submission point that Council should introduce a rates stabilisation for ratepayers at the age of 65. This is a common practice overseas which recognizes both the low income level of many seniors and as importantly they contribution they have made after a lifetime of paying the rates that have provided the city's infrastructure and community facilities. A major part of the current rating increases are for people who aren't here yet.

Grey Power asks that a Council working group be set up to research and develop an appropriate policy on this which would include Grey Power representatives.

Rates Rebate Scheme (new)

An associated long term submission point is to work with the Government to simply and extend the Government rates rebate scheme to provide a more meaningful rebate situation for low income ratepayers. This could be included with the working group on the rates grandfathering.

Development Levies Extension (new)

An extended and more effective level of development levies on developments to more equitably contribute to the infrastructure and community facility costs that their developments impose on the broader community should be put in place.

Important privacy information

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Auckland Region - Zone 2 Grey Power Federation

Auckland Council 10 Year Budget 2021-2031

AKHaveYourSay Feedback

Email: akhaveyoursay@aucklandcouncil.govt.nz

Name: Bill
Last Name: Rayner
Position: Chair Community Affairs
President Grey Power North Shore
Email: brayner@xtra.co.nz
Local Board: All

Re: Grey Power Auckland Region Submission

Grey Power in the Auckland region has 6,500 members, who have played a significant role of building the city we have today.

Grey Power made a verbal submission to the Finance and Performance Committee on March 10th and the points made are listed below. These may already be noted in the submission process.

Senior Social Housing/Haumaruru Development

The housing crisis both general and for seniors is the most immediate problem for the community and the Government. Auckland Council has the opportunity to play a significant part in assisting with both.

There is a need for a major change in Council social housing policy..

Council must work with Haumaruru/Panuku to maximise the number of units they can build on the existing senior Court sites..

This means that the current policy of selling off part of the land of sites being redeveloped to finance the redevelopment must cease. All land must be retained and new units maximised on the old sites.

The developments are self funding through the IRRS rental subsidy and the low interest rates available. Grey Power has already worked with the Government on this approach.

Where a site is unsuitable for redevelopment it could be sold but the proceeds used to buy land for a senior Court in a more suitable site, preferably in the same community.

This is a situation in Devonport at the moment where a six unit site is closed down and being sold. Kainga Ora and Ngati Whatua have major residential developments going on in the area at the moment, and the proceeds must be used to develop a new Haumaru block in conjunction with the other developments.

Grey Power has been working with Council and Haumaru for some years,

Haumaru is doing an excellent job, and Grey Power asks that a working group be set up with Grey Power, Haumaru, Council and the Ministry of Housing to develop a strategy for Haumaru to expand in this way.

Haumaru only has units on the North Shore, West and South Auckland as Auckland City sold their senior units years ago.

This is a critically important proposal and a top Grey Power priority.

Auckland Primary Schools Music Festival Funding

Grey Power asks that Council recognise the iconic nature of the Festival which will be holding its 80th festival this year and the magnificent contribution our primary school teachers have made and are still making coping with COVID19 pandemic fallout on the school operations.

Grey Power asks that the Festival be granted a special community award of permanent complimentary use of the Town Hall each November for the festival which brings 4,000 children from Auckland's primary schools together for this major community cultural event.

The Auckland Primary School principals run on a voluntary basis the Festival which involves over 4,000 students performing at the Auckland Town Hall. It has been going for 80 years, and was threatened with closure in 2017 when the RFA increased the rent from \$30,000 to \$90,000 over three years. Through Grey Power initiated National Radio publicity it was saved by the personal intervention and a three year sponsorship organised by the new Chair of RFA, Andrew Barnes

It is up for review, and no new arrangements have been made and the RFA no longer exists.. The cost is insignificant in the context of other event support in the city through ATEED with whom RFA have been combined to form Auckland Alive.

It is mindful to recall that the Viaduct Exhibition Centre was rented to Team NZ for the Americas cup for \$1 a year, a revenue loss to the Council of a reported \$13 million.

Forum On Future Population Growth and Demographic Changes

The 10 Year Plan core assumptions are that the population of Auckland will increase from the current 1.7 million by 261,000 over the 10 years to 2031, reaching 1.96 million.

This is another 10,000 homes a year needed on top of the current shortfall, and probably another 12,000 cars a year on the roads.

And what happens after 2031 ?

The growth assumptions Council is using has 2.13 million people in 2041 and 2.3 million in 2051, another 340,000 in the following 20 years, and ongoing.

It is hard to see a sudden stop this rampant growth.

The Plan advises that the number of seniors over 65 has increased 13% since 2013, and is expected to double in the two decades from 2018 to reach a total of 400,000 by 2038.

Our Shore community is already under serious stress, as is the whole city, with the impact of the Unitary Plan intensification and development, and the character, natural environment and livability is deteriorating, and faces getting worse.

In our very first submission in 2011 Grey Power asked for a Population Policy Forum to study the impacts of the underlying assumptions on growth and demographic changes the first Auckland Plan was based on.

The same request has been made in subsequent submissions, and its time has come.

Commentators, including Professor Paul Spoonley are calling for a discussion on where Auckland is heading with this continuing massive growth and demographic and cultural shifts.

Grey Power asks the the Council in conjunction with AUT hold a forum to impartially and critically assess the impact of this massive population growth on Auckland and its community, and appropriate policy steps to address the issues that arise..

Civil Defence Emergency Management Failure At Local Level In First COVID19 Lockdown.

The lack of an operating and effective local Civil Defence Emergency Management organisation on the ground, and the inability to communicate with residents and connect them to groups who could assist was a serious problem with the unexpected first COVID19 lockdown. It was several days before Council was partially effective but serious communication and support issues remained. Grey Power, Age Concern and MSD needed to step in to cover the deficiencies.

A discussion on this was planned at the August Mayors meeting but was a COVID19 casualty. It needs to be held now and special Budget provision made to get an effective local emergency structure operational and in place.

Effectiveness of HaveYourSay consultation process

Grey Power has serious concerns about the effectiveness and quality of the HaveYourSay consultation and submission process, and corresponded with the Auditor General on this with the last 10 Year Budget in 2018, and featured in his report to Parliament.

The process needs to be critically reviewed.

Age Friendly Action Plan

Grey Power is concerned that the Age Friendly Action Plan of the Council be progressed and fully incorporated in the current 10 Year Budget?

We have a concern that the early termination of the previous Senior Advisory Panel may have left a gap in the “institutional knowledge” of this critical piece of work.

Heritage – Museum of Auckland

Heritage funding has suffered in recent times and there is a real gap in the museum world through their being no specific Museum of Auckland to preserve and present our city’s history, Neither Auckland Museum or MOTAT fulfil this role, and Grey Power is submission to both museums Draft Annual Plans have asked them to correct this deficiency.

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This is particularly important with the Government requirement to teach NZ history in our schools with a special focus on local history.

The Council is asked to develop this concept with the two museums.

Points not made included in the verbal presentation but included in previous Plan submissions for consideration in the new 10 Year Budget are:

General Heritage

The revised Auckland Plan seriously diminished Council policy intent and focus on the heritage, and the special section Chapter 4 of the original Auckland Plan needs to be re-introduced.

The Regional Heritage Grants programme has been increased for \$84,000 to “up to \$500,00” but grant applications were shut down by the Emergency Budget last year, the only grant categories to have this imposed.

Transport

The special needs of seniors must be considered in all Auckland transport decisions.

Grey Power asks that some realism be put into Council policy recognizing that while increasing cycling as a key means of transport is laudable and is receiving major funding input there appears to be little actual usage on the roads.

It is important to recognize that car travel is critical for the mobility of many seniors, most of which is local.

Similarly the provision of parking is important in commercial and social activity areas.

Council is asked to consider a SuperGold parking facility for seniors in line with the Palmerston North City Council free parking from 9.00am to 12.00 pm on weekdays.

It is also expected that there will be no change in the SuperGold transport concession currently in place in the city

Review of Auckland Council Super City Structure, Planning and Operational Effectiveness

There is increasing community concerns in the light of ten years experience of whether the SuperCity core structure is “fit for purpose” and providing the vision and operational efficiencies that were anticipated in the original legislation

Grey believes it is timely for a major discussion of the overall efficacy, structure and operation of the Auckland Super City model to be held with a view to making appropriate amendments to improve it political, operational and community connectivity effectiveness.

It is appreciated this would necessarily involve Government participation.

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Annual budget 2022/2023

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable): Civic Trust Auckland

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why: CTA is pleased to see that heritage protection is included on page 57 as one of the “should do/must do” services.

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why: CTA supports the aim of zero waste to landfill by 2040.

(b) We support standardising waste management in principle. If the proposal to fund rubbish collection through rates across all of Auckland and standardising waste management is the cheapest, easiest, and best for our environment, then we support it. We like the idea of paying less if sending less to landfill. We are in favour of reusing and/or recycling the current bins but would not like to see current bins scrapped and replaced by new bins and the cost that this would entail.

(c) We think food scraps collections in 2023 across most of Auckland is a step in the right direction but we do not think Council does enough with regard to rescuing food in preference to collecting food scraps for compost. More support needs to be given to volunteer groups that rescue food and provide it to homeless and other needy people, a priority being the provision of community fridges and pantries, especially in the city centre, which have until now been provided by the community but which could also be provided by Council.

(d) We have observed that there is still confusion about what can be recycled and what cannot be and feel that more education in this regard would be useful.

(e) We suggest that there should be much less building waste. There is going to be a lot of building going on, and too much existing building fabric simply gets put in the bin. We go so far as to suggest it is simply a moral crime to put so much native timber in the bin. Council should fund some external planning advice for itself about embodied energy and rules to encourage or compel adaptive reuse.

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

5. Local board priorities

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Some Local Boards get set upon a path with particular projects and it is unclear what generates some of them. The cost of these projects is not transparent nor is any compelling reasons for them articulated. We think Council should be exercising particular financial restraint and review projects on the grounds of necessity. What is important to you?

- Local board decision-making over local community services:

(a) CTA supports local boards having a greater role in service decisions to enable better representation of local views and priorities (pg 54 of the Consultation Document). Auckland needs local boards to better represent local views in the minutes of their meetings, for their staff to be more accountable to the community and provide real outcomes, and for local board members to be enabled to be independent of their councillor and not be subjected to undue influence from that councillor, and also independent of each other so that they do not feel pressure to vote as per the party line. We suggest that having no parties in local government would lead to better representation of communities

(b) We would not like a greater role for local boards in service decisions to mean that local boards would spend money unnecessarily. CTA has objected to local board projects where a green space that works well has been the subject of an entire makeover, when several simple and cost-effective changes were all that was required. Spending should be informed by robust and transparent consultation with the community.

- Tūpuna Maunga Authority Operational Plan 2022/2023:

(c) The recent Council E-News states that “Auckland’s Urban Ngahere (Forest) Strategy recognises the social, environmental, economical and cultural benefits of our urban ngahere, and sets out a strategic approach to growing and protecting it.” This strategy should include protecting all the trees on the maunga. We think that all trees should in principle be allowed to live their natural life.

(d) We object to cutting down exotic trees on the maunga and feel that the value of “Tread gently” (e.g., page 7 of the Integrated Management Plan Strategies) could come more into play here. We do not see any clarity in the Tūpuna Maunga Authority Integrated Management Plan as regards “removing inappropriate exotic trees and weeds.”

(e) CTA is aware that across maungas of Auckland that are administered by the TMA for the benefit of mana whenua and all Aucklanders, around 2,500 healthy trees are proposed for mass-felling. In the Mangere/Otahuhu Local Board area, which has the lowest tree coverage in Auckland, more than 440 large healthy trees are apparently set for mass removal on Mt Otahuhu/Richmond because they are exotics.

(f) We cannot see in the TMA's Operational Plan or the 2016 Integrated Management Plan (on which that operational plan is based) that this mass felling is underway. The mass-felling and its funding is not disclosed in Council's consultation document, or it seems any of the supporting information referred to.

(g) If the trees on the maunga currently proposed for felling were able to remain, our previous submissions that Auckland Council save themselves the significant cost of removing trees from those maunga could be avoided. The current climate

change emergency requires Council to focus on tree planting, not tree removal. Council should cease funding TMA proposals for mass tree-felling.

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Submission by Civic Trust Auckland

to: **Auckland Council**

re: **Annual Budget 2022/2023**

Contact name: Mrs Audrey van Ryn (Secretary)
 Organisation: Civic Trust Auckland
 Phone: 021 0354431
 Email: cta@civictrustauckland.org.nz
 Postal address: PO Box 29 002 Epsom, Auckland 1344

Introduction

Civic Trust Auckland (CTA) is a non-profit public interest group, formed in 1968, with activities and interests throughout the greater Auckland region. We are on Auckland Council's list of regional stakeholders. We made submissions last year on Council's Emergency Budget 2021-22.

The aims of the Trust include:

- Protection of natural landforms
- Preservation of heritage, in all its aspects
- Encouragement of good planning for the city and region.

We were invited to attend an online Have Your Say session for the Annual Budget and provided initial feedback on a number of issues on 14 March. This submission expands on our presentation at that session.

1. Climate action targeted rate

What do you think of this proposal?

- (a) CTA strongly supports the Climate Action Targeted Rate and Council's billion-dollar climate action programme to cut emissions and green our city. Our submission on the Auckland's Climate Action Framework stated: "We agree with the seven climate action outcomes for Aucklanders. We consider that Auckland Council is headed in the right direction to bring about the change that is needed but that it is moving too slowly." The CATR is a small demand spread across all ratepayers, a relatively smaller cost now, compared to the larger cost later for the consequences of climate inaction. We think all Aucklanders would be willing to pay more for faster climate action.
- (b) However we suggest that there is great potential for mis-spending. Climate change has been on the radar for years and the principle of caveat emptor should be applied. For example, when faced with protection or managed retreat, it is obvious that there will be people who want everybody else to pay for the protection of their recently built or purchased seaside buildings. Funding from such a targeted rate should be levied and administered justly and with robust oversight.

- (c) The detail provided in the Supporting Information document about proposed improvements to bus routes is appreciated. We support investing in new and improved bus routes and 79 new hydrogen or electric buses, as well as replacing aging diesel ferries. CTA has always supported more investment in cycling and walking infrastructure.
- (d) In our submission on Auckland's Climate Action Framework, we said: "CTA considers that Auckland already has a good public transport system. We just need people to use it. Incentives to use public transport would help, such as more free transport days, and telling the stories of people who are long-term public transport users and those of people who are new to it." We have previously advocated for Auckland Council to appoint a public transport champion as well as a climate change champion. In the case of Auckland Transport, it appears that this CCO continually runs into trouble with some locals, and so perhaps their consultation needs some improvement. Poor consultation usually ends up costing money.
- (e) We have always supported the cycling network in our submissions and we continue to do so, provided there is a sound case.
- (f) If bike racks were installed on buses, especially those buses going over the Auckland Harbour Bridge, this would mean that people who live further than 500 m from Rapid (RTN) and Frequent (FTN) Transit Networks would have better access to public transport.
- (g) CTA is of the view that alongside improving services, Council needs to promote the services that are there already. Getting people out of their cars seems to need more than providing alternatives. Incentives and collaboration with the community are needed, as the government learned with regard to getting the country vaccinated against COVID-19. For example, AT has helped get more people out on bikes during Bike Month. Similar ideas could be used to get more people using public transport.
- (h) CTA supports "additional focus on areas with fewer transport choices" (page 4 of the Supporting Information document) for public transport and active networks. Both of these, especially the active network, provide the co-benefit of improving the physical health of the community (as noted on page 14 of the same document).
- (i) We support a "Focus on service improvements rather than major new infrastructure" (page 4 of the Supporting Information), and we remain opposed to the current Light Rail proposal. It appears to have conflicting goals which we think will provide a very expensive outcome which will not optimally satisfy the needs of either Auckland commuters or those travelling to and from Auckland Airport.
- (j) We strongly support the planting of 15,000 native trees on streets and in parks, playgrounds and road reserves, and thousands of additional trees and plants to extend bush remnants. (We recently planted 50 native trees as a CTA activity.) We support a planting programme that focuses on low-income areas with a low tree canopy and limited protection against the heat. The increase in the canopy is necessary to offset the removal of vast numbers of trees in Auckland over the last few decades.
- (k) CTA particularly supports fruit tree planting, and we also support retaining as much green as possible. It is not only trees but the grass and other green vegetation that is important to cope with a climate change emergency
- (l) We support the Council addressing inequity by targeting actions towards under-served communities.

2. Managing on-going budget pressures

What do you think of this proposal to manage our on-going budget pressures?

- (a) We recognise the loss of income to Auckland Council due to the pandemic, which reflects the loss of income to individuals and businesses across the city, and we also recognise the impact of inflation and higher interest rates.
- (b) We are sure Council can be more efficient with its spending as well as its saving.
- (c) We are supportive of asset recycling, though we do not think the public generally understand the concept. Neither the feedback form nor the consultation document outlines what this means. We feel that many more people would object to selling small green spaces if they knew what it meant.
- (d) There are places that we oppose the sale of, and in particular, that applies to land currently unbuilt on and currently acting as reserve/open space. By way of example, one such space we raised in last year's budget consultation was Davern Reserve in New Lynn which, as we understand it, remains unsold. We think the value of the open space provided to multiple residences outweighs the miniscule contribution to Council's intensification goals, and that such parcels of land should be retained. We suggest Council's perception of "underutilised assets" is not necessarily the view shared by the community in which those assets sit.



Davern Reserve New Lynn

- (e) Noting that one in every four Council staff members currently earns more than \$100,000, an obvious way for Council to cut costs and one that would be considered favourably by the general public is that the highest paying of Council staff have their salaries reduced and consultants' fees are also reduced. This option should be considered; it does not seem to have been included in the options.
- (f) More revenue could be gathered from fining people who drop litter and fining people who do not have their dogs on leads when this is required.

3. Prioritising operating spending

What do you think about how we propose to choose which services to reduce, stop or change?

CTA is pleased to see that heritage protection is included on page 57 as one of the “should do/must do” services.

Standardising Waste Management

4A. What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

- (a) CTA supports the aim of zero waste to landfill by 2040.
- (b) We support standardising waste management in principle. If the proposal to fund rubbish collection through rates across all of Auckland and standardising waste management is the cheapest, easiest, and best for our environment, then we support it. We like the idea of paying less if sending less to landfill. We are in favour of reusing and/or recycling the current bins but would not like to see current bins scrapped and replaced by new bins and the cost that this would entail.
- (c) We think food scraps collections in 2023 across most of Auckland is a step in the right direction but we do not think Council does enough with regard to rescuing food in preference to collecting food scraps for compost. More support needs to be given to volunteer groups that rescue food and provide it to homeless and other needy people, a priority being the provision of community fridges and pantries, especially in the city centre, which have until now been provided by the community but which could also be provided by Council.
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5. Local board priorities

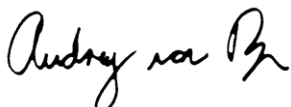
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- Tūpuna Maunga Authority Operational Plan 2022/2023:
 - (c) The recent Council E-News states that “Auckland’s Urban Ngahere (Forest) Strategy recognises the social, environmental, economical and cultural benefits of our urban ngahere, and sets out a strategic approach to growing and protecting it.” This strategy should include protecting all the trees on the maunga. We think that all trees should in principle be allowed to live their natural life.
 - (d) We object to cutting down exotic trees on the maunga and feel that the value of “Tread gently” (e.g., page 7 of the Integrated Management Plan Strategies) could come more into play here. We do not see any clarity in the Tūpuna Maunga Authority Integrated Management Plan as regards “removing inappropriate exotic trees and weeds.”
 - (e) CTA is aware that across maungas of Auckland that are administered by the TMA for the benefit of mana whenua and all Aucklanders, around 2,500 healthy trees are proposed for mass-felling . In the Mangere/Otahuhu Local Board area, which has the lowest tree coverage in Auckland, more than 440 large healthy trees are apparently set for mass removal on Mt Otahuhu/Richmond because they are exotics.
 - (f) We cannot see in the TMA's Operational Plan or the 2016 Integrated Management Plan (on which that operational plan is based) that this mass felling is underway. The mass-felling and its funding is not disclosed in Council's consultation document, or it seems any of the supporting information referred to.
 - (g) If the trees on the maunga currently proposed for felling were able to remain, our previous submissions that Auckland Council save themselves the significant cost of removing trees from those maunga could be avoided. The current climate change emergency requires Council to focus on tree planting, not tree removal. Council should cease funding TMA proposals for mass tree-felling.

Signature:



Audrey van Ryn
Secretary, Civic Trust Auckland

Date of submission: 28 March, 2022

Civic Trust Auckland

2.15pm

Alan Matson (President)

- Environmental (Natural and Built) advocacy group.
- Been involved in planning submissions since the 1960s.
- Transport
 - We remain not in favour of the light rail transport plan. It has conflicting aims which will provide an expensive outcome which won't serve both Auckland and airport uses
 - Support investment in hydrogen buses
 - Support investment in cycling network. Suggest AT's consultation may need improvement
- Support CATR
 - Note concern for mis-spending. E.g. when faced with protection or retreat, there will be people who want council to pay to protect their recently purchased harbourside home
 - Support expenditure around trees (our organisation plants trees ourselves)
 - We do not support removal of trees off the maunga at this stage. If the trees were able to remain, the council will save themselves the cost of removal
- Asset Recycling
 - Supportive of asset recycling, noting that the public don't necessarily understand the concept.
- Waste
 - We think council should spend more on reducing food waste and building waste.
 - A moral crime that native timber is wasted. Recommend getting advice about embodied energy
- Emily Place
 - Expressed hope there is a good monitoring process for expenditure on projects like these.
- Keep funding for identification of heritage, now more than ever.



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): SPCA NZ

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Fees

SPCA is concerned about the proposed fee for after-hours impoundment of dogs. Increased fees have the potential to create a barrier to owners reclaiming their dogs. This fee is likely to disproportionately impact low earners.

A recent Australia study examining Council strategies to improve reclaims rates, found that areas

with higher socio-economic status also had higher reclaims (Rand et al., 2018). This may indicate that finances are important for reclaims. Penalties can be high and generally unexpected, meaning they cannot be budgeted for. Low-income earners may be unable to pay these fees, resulting in costs to council to rehome unclaimed animals. This outcome is not optimal for the owner, who may lose a much loved companion; the animal who is kept in a pound rather than being reunited with their owner; nor the Council who are saddled with additional costs to care for the dog until a new home can be found. In cases where the impounded dog has been classified by Council as menacing under Section 33c of the Dog Control Act, this may also mean the dog faces euthanasia if the owner is unable to reclaim their dog due to these fees.

SPCA urges Council to reconsider these fees and instead consider how to reduce costs by increasing reclaim rates.

Dog parks

SPCA was pleased to see both Hibiscus and Bays Local Board and Howick Local Board committing to investigate new dog parks and encourages other local boards to follow their lead.

Legally, all dog owners must meet the physical, health and behavioural needs of their animals, and providing sufficient exercise is a part of this requirement. The Code of Welfare for Dogs (2018) recommends that dogs are given at least 60 minutes of exercise a day. Some dog owners may be reluctant to exercise their dogs if they have less flexibility about where they can do this within their local area. SPCA believes that it is beneficial for everyone to give owners a choice and variety of locations for walking their dogs.

Evidence suggests that off-leash dog parks can benefit owners' and dogs' physical and social health, as well as community connectedness (Cutt et al., 2007; Eldering et al., 2017; González Ramírez et al., 2014; Toohey et al., 2013). Dogs walk faster than people and providing off-leash time is a great way to let them work off their excess energy. Canine obesity is now considered to be the number one health concern in companion dogs worldwide (Kipperman et al., 2018). Dogs walked less often and for a shorter time are more likely to be obese; this can shorten their life and put them at risk of health complications such as diabetes and heart disease (German et al., 2017).

Dogs who are not provided with sufficient exercise can be both bored and have lots of energy. Dogs not provided an appropriate outlet for their energy can develop problem behaviours such as nuisance barking and destructive behaviours or depression (Instone et al., 2014). Exercise is an easy, inexpensive, welfare-friendly tool to assist with nuisance barking (Righetti, 2005). Thus provision of off-leash exercise opportunities is a key component of the Council's objective to prevent or abate nuisances.

SPCA notes that Auckland Council continues to report annual increases in the number of registered dogs, with 118,552 dogs registered in the 2020-2021 registration year in comparison to 106,706 in the 2015-2016 registration year. Provision of adequate and appropriate dog exercise areas must keep up with demand to ensure the Council is able to continue to meet their obligations to provide for the exercise and recreational needs of dogs and their owners.

Conclusion

SPCA appreciates the opportunity to contribute to the Auckland Council Annual Budget 2022/2023 and would welcome further engagement on this issue. If any further information is required, the Society is happy to discuss this matter further.

Important privacy information

The personal information that you provide in this form will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil.govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. The privacy policy explains how we can use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. You should familiarise yourself with this policy before submitting this form.



**Submission by the
Royal New Zealand Society for the
Prevention of Cruelty to Animals Inc.
On Auckland Council Annual Budget 2022/2023**

28th of March 2022

Executive Summary

- *SPCA is concerned about the proposed fee for after-hours impoundment of dogs. Increased fees have the potential to create a barrier to owners reclaiming their dogs. This fee is likely to disproportionately impact low earners.*
- *SPCA was pleased to see both Hibiscus and Bays Local Board and Howick Local Board committing to investigate new dog parks and encourages other local boards to follow their lead.*

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Introduction

The following submission is made on behalf of The Royal New Zealand Society for the Prevention of Cruelty to Animals (trading as SPCA).

SPCA is the preeminent animal welfare and advocacy organisation in New Zealand. The Society has been in existence for over 140 years with a supporter base representing many tens of thousands of New Zealanders across the nation.

The organisation includes 35 Animal Welfare Centres across New Zealand and approximately 60 inspectors appointed under the Animal Welfare Act 1999.

SPCA welcomes the opportunity to make a submission on the Auckland Council Annual Budget 2022/2023.

Submission

Fees

SPCA is concerned about the proposed fee for after-hours impoundment of dogs. Increased fees have the potential to create a barrier to owners reclaiming their dogs. This fee is likely to disproportionately impact low earners.

A recent Australia study examining Council strategies to improve reclaims rates, found that areas with higher socio-economic status also had higher reclaims (Rand et al., 2018). This may indicate that finances are important for reclaims. Penalties can be high and generally unexpected, meaning they cannot be budgeted for. Low-income earners may be unable to pay these fees, resulting in costs to council to rehome unclaimed animals. This outcome is not optimal for the owner, who may lose a much loved companion; the animal who is kept in a pound rather than being reunited with their owner; nor the Council who are saddled with additional costs to care for the dog until a new home can be found. In cases where the impounded dog has been classified by Council as menacing under Section 33c of the Dog Control Act, this may also mean the dog faces euthanasia if the owner is unable to reclaim their dog due to these fees.

SPCA urges Council to reconsider these fees and instead consider how to reduce costs by increasing reclaim rates.

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Dogs who are not provided with sufficient exercise can be both bored and have lots of energy. Dogs not provided an appropriate outlet for their energy can develop problem behaviours such as nuisance barking and destructive behaviours or depression (Instone et al., 2014). Exercise is an easy, inexpensive, welfare-friendly tool to assist with nuisance barking (Righetti, 2005). Thus provision of off-leash exercise opportunities is a key component of the Council's objective to prevent or abate nuisances.

SPCA notes that Auckland Council continues to report annual increases in the number of registered dogs, with 118,552 dogs registered in the 2020-2021 registration year in comparison to 106,706 in the 2015-2016 registration year. Provision of adequate and appropriate dog exercise areas must keep up with demand to ensure the Council is able to continue to meet their obligations to provide for the exercise and recreational needs of dogs and their owners.

Conclusion

SPCA appreciates the opportunity to contribute to the Auckland Council Annual Budget 2022/2023 and would welcome further engagement on this issue. If any further information is required, the Society is happy to discuss this matter further.

References

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Forest & Bird

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: 2.1. Our submission specifically relates to the key issue identified – climate change – and the proposed \$574 million dollars derived from a targeted rate. The money is proposed to be spent on transport initiatives (e.g., increased public transport networks to reach the necessary goal of a 64 per cent reduction in transport emissions by 2030), and parks and community initiatives (planting of 200ha of urban ngahere).

2.2. There are only ten years remaining to halve global emissions if the climate is to stay within survivable temperature limits. We are already feeling some of the serious climate effects – for example on 21 March 2022, Auckland saw the most rainfall ever in one hour on record resulting in flooding throughout the region, and the 2021-22 summer had been the hottest on record for New Zealand.

2.3. We stress to Auckland Council that protecting and enhancing natural environments in the region will help us cope with these effects as well as slowing down future impacts. However this can only happen if our natural environment is in a healthy state. Therefore it is crucial that Auckland Council puts nature at the forefront of all decision making as there is little point in earmarking billions of dollars of climate change initiatives when we are allowing for activities and developments in the region which are undermining the health of nature. In response to a recent OIA I submitted, Auckland Council officers told me that despite having specialist environmental teams that provide input into resource consent processes, there is no monitoring taking place as to how often their advice is translated into consent conditions. This is a perfect example as to how little emphasis is placed on ensuring positive outcomes for nature in consenting processes. Things like this must change. We have a growing population and it is understandable that we need more

housing – but without nature, we will have nothing. Protecting and enhancing nature needs to be part of Auckland Council's business as usual – otherwise there is no point in increasing electric buses when Auckland Council is allowing for nature to be continually cleared and disrupted in the region.

Comments on Proposed Urban Ngahere Initiative

2.4. Forests, wetlands and mangroves are crucial to mitigate the impacts of climate change in the region. As part of the plan to plant 200ha of ngahere, we would like to see specifically where this is planning to take place as this needs to be strategically located (e.g., increasing mangroves in coastal areas that are Council-owned).

2.5. There are a number of implications for future planning in the region regarding the proposed initiative to increase urban ngahere and these need to be considered. For example:

2.5.1. Proposed changes to the Auckland Unitary Plan (AUP) in response to a new national policy statement relating to urban development which requires increased residential intensification in urban areas to mitigate the housing crisis that New Zealand, in particular Auckland, is currently experiencing. Auckland Council should ensure that alongside funding increased urban ngahere, in parallel to undertaking the required plan changes to accommodate the NPS-UD, more place-based plans such as the City Centre Masterplan are developed for other areas to guide the enhancement, and conversion of public spaces to greenspace networks, green corridors, trees, and urban farms. Furthermore, when undertaking the required plan changes to accommodate the NPS-UD, retain as much open space (e.g., recreation or conservation) as possible to protect the areas of urban ngahere that we currently have.

2.5.2. Proposed changes to the AUP in response to the requirement to increase the urban boundary to accommodate the Auckland Plan 2050 development strategy to adapt to the increasing population growth. In light of the emphasis to increase urban ngahere, Auckland Council could re-consider the development strategy and identify whether there are opportunities to increase housing in current urban areas considering the new NPS-UD, as opposed to continuing with the expansion of the current urban boundary. Not only will this preserve open space zones and in turn increase urban ngahere, but will result in a more compact city that is built up (versus out) which has numerous of other associated benefits such as sustainable transportation, lower environmental footprint, social benefits, and so on,

2.5.3. The current planning context in the region regarding the lack of priorities and policies to increase open/green spaces in the region. To ensure the increase in urban ngahere alongside a intensifying isthmus, Auckland Council should integrate new policies into AUP urban and business zones requiring infrastructure to encompass a certain amount of biophilic design principles to enhance current and future infrastructure and use these as opportunities to increase green environments in the urban zone, similarly, integrate principles from new planning paradigms such as 'biophilic urbanism', seen in countries such as Singapore.

2.5.4. The current planning context in the region regarding the current provisions in the AUP that lack emphasis on protecting and enhancing open/green spaces in urban zones. Increase policies in AUP residential and business zones relating to the protection of natural ecological and landscape values which are currently only within open space zones to ensure that as much 'nature' remains in these zones. It is becoming a common theme from Auckland Council that one department is planning the expansion of the urban ngahere, when another department is consenting the clearance of trees, mangroves and wetlands. If Auckland Council is serious about increasing our urban ngahere cover, we need to see more commitment to protecting what we already have.

Comments on Transport Initiatives

2.6. Getting people out of their cars and using buses will not be achieved by only adding ten extra bus routes to the region as proposed. As an example, to catch a bus from Remuera to Mount Eden – which is usually a 10 minute drive – would require catching two buses with a total travel time of 40 minutes. Furthermore, many houses in Auckland are 20 minutes' walk away from the nearest bus stop. By the time people reach their bus stop, they would have already gotten to their destination by car. We cannot avoid the fact that people want convenience and want to get places faster. Only adding ten extra bus routes will not make any difference and will not incentivise enough people to stop using their cars. As transport is Auckland's biggest emitter – it is disappointing to see the soft approaches proposed to deal with this. We need to think practically. Has Auckland Council ever undertaken research across the region to explore the populations' perspectives as to what they feel would get them out of cars and into buses?

2.7. Transitioning to a population that is more likely to catch buses versus using their cars will take many years – potentially decades. In the interim, we need to incentivise more people to purchase or use electric cars. Along with incentives by central Government such as electric car rebates, Auckland Council could use some of the targeted fund to fund more electric car charging stations around the region, set aside more lanes on motorways for electric cars, offer lower parking fees for those who have electric cars etc. Furthermore, Auckland Council could fund electric car hire options (e.g., increased City Hop or funding companies such as Zilch).

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Furthermore, we note that manufacturing industries are the second largest emitter in the Auckland region and therefore some of the fund could be used to incentivise things such as supporting our largest businesses to transition to solar energy, etc. Auckland Council could work along organisations such as the Sustainable Business Network to implement such initiatives.

Lastly, we consider that the initiative to increase investment to combat pests and weeds funded by the Natural Environment Targeted Rate is in fact a climate initiative. By decreasing pest populations in the region we are protecting our ngahere – which are crucial for future climate change mitigation.

Important privacy information

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22 March 2022

Re: Submission on Auckland Council's Proposed 2022-23 Annual Budget

Attn: akhaveyoursay@aucklandcouncil.govt.nz

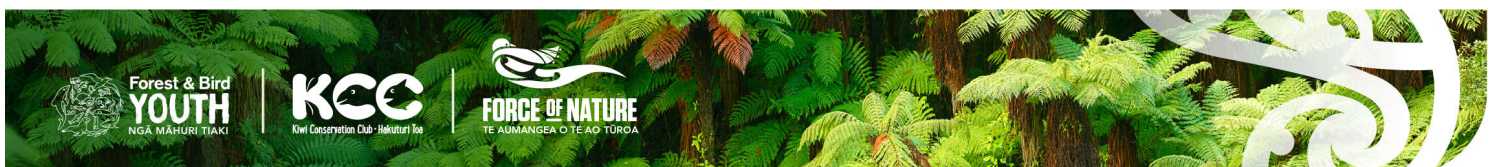
From: Lissy Fehnker-Heather, Regional Manager – Auckland & Coromandel, Forest & Bird

1. Introduction

- 1.1. The Royal Forest and Bird Protection Society of New Zealand Incorporated (Forest & Bird) is New Zealand's largest, and oldest, independent nature conservation organisation with many members and supporters. Our mission is to be a voice for nature on land, in fresh water, and at sea. We have 47 branches throughout the country who are involved in a wide range of conservation and advocacy activities. In Auckland, we have seven active branches, our Forest & Bird youth network, our Kids Conservation Club and tens of thousands of members.
- 1.2. I wish to be heard in support of this submission.

2. Submission

- 2.1. Our submission specifically relates to the key issue identified – climate change – and the proposed \$574 million dollars derived from a targeted rate. The money is proposed to be spent on transport initiatives (e.g., increased public transport networks to reach the necessary goal of a 64 per cent reduction in transport emissions by 2030), and parks and community initiatives (planting of 200ha of urban ngahere).
- 2.2. There are only ten years remaining to halve global emissions if the climate is to stay within survivable temperature limits. We are already feeling some of the serious climate effects – for example on 21 March 2022, Auckland saw the most rainfall ever in one hour on record resulting in flooding throughout the region, and the 2021-22 summer had been the hottest on record for New Zealand.
- 2.3. We stress to Auckland Council that protecting and enhancing natural environments in the region will help us cope with these effects as well as slowing down future impacts. However this can only happen if our natural environment is in a healthy state. Therefore it





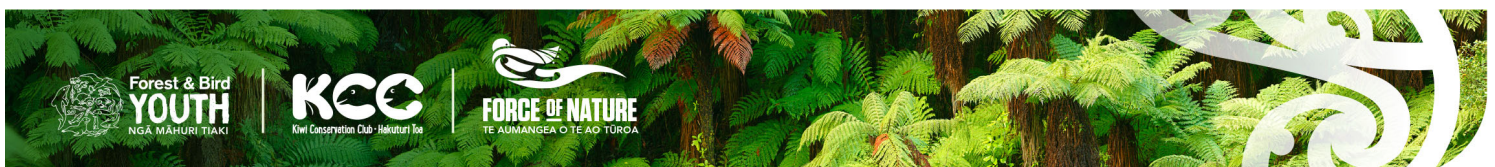
Ground floor, 205 Victoria Street, Wellington
 PO Box 631, Wellington 6140, New Zealand
 0800 200 064

www.forestandbird.org.nz

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Comments on Proposed Urban Ngahere Initiative

- 2.4. Forests, wetlands and mangroves are crucial to mitigate the impacts of climate change in the region. As part of the plan to plant 200ha of ngahere, we would like to see specifically where this is planning to take place as this needs to be strategically located (e.g., increasing mangroves in coastal areas that are Council-owned).
- 2.5. There are a number of implications for future planning in the region regarding the proposed initiative to increase urban ngahere and these need to be considered. For example:
 - 2.5.1. Proposed changes to the Auckland Unitary Plan (AUP) in response to a new national policy statement relating to urban development which requires increased residential intensification in urban areas to mitigate the housing crisis that New Zealand, in particular Auckland, is currently experiencing. Auckland Council should ensure that alongside funding increased urban ngahere, in parallel to undertaking the required plan changes to accommodate the NPS-UD, more place-based plans such as the City Centre Masterplan are developed for other areas to guide the enhancement, and conversion of public spaces to greenspace networks, green corridors, trees, and urban farms. Furthermore, when undertaking the required plan changes to accommodate the NPS-UD, retain as much open space (e.g., recreation or conservation) as possible to protect the areas of urban ngahere that we currently have.
 - 2.5.2. Proposed changes to the AUP in response to the requirement to increase the urban boundary to accommodate the Auckland Plan 2050 development strategy to adapt to





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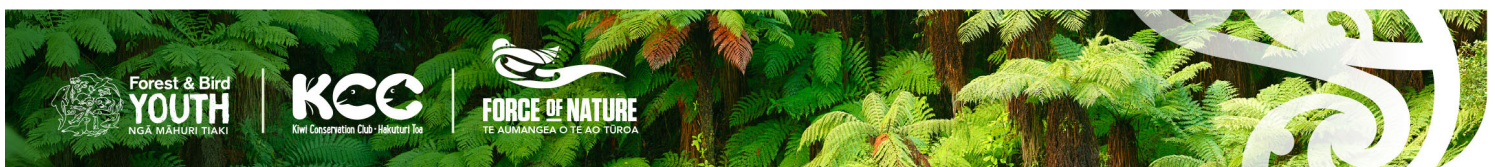
the increasing population growth. In light of the emphasis to increase urban ngahere, Auckland Council could re-consider the development strategy and identify whether there are opportunities to increase housing in current urban areas considering the new NPS-UD, as opposed to continuing with the expansion of the current urban boundary. Not only will this preserve open space zones and in turn increase urban ngahere, but will result in a more compact city that is built up (versus out) which has numerous of other associated benefits such as sustainable transportation, lower environmental footprint, social benefits, and so on,

2.5.3. The current planning context in the region regarding the lack of priorities and policies to increase open/green spaces in the region. To ensure the increase in urban ngahere alongside a intensifying isthmus, Auckland Council should integrate new policies into AUP urban and business zones requiring infrastructure to encompass a certain amount of biophilic design principles¹ to enhance current and future infrastructure and use these as opportunities to increase green environments in the urban zone, similarly, integrate principles from new planning paradigms such as ‘biophilic urbanism’, seen in countries such as Singapore.

2.5.4. The current planning context in the region regarding the current provisions in the AUP that lack emphasis on protecting and enhancing open/green spaces in urban zones. Increase policies in AUP residential and business zones relating to the protection of natural ecological and landscape values which are currently only within open space zones to ensure that as much ‘nature’ remains in these zones. It is becoming a common theme from Auckland Council that one department is planning the expansion of the urban ngahere, when another department is consenting the clearance of trees, mangroves and wetlands. If Auckland Council is serious about increasing our urban ngahere cover, we need to see more commitment to protecting what we already have.

Comments on Transport Initiatives

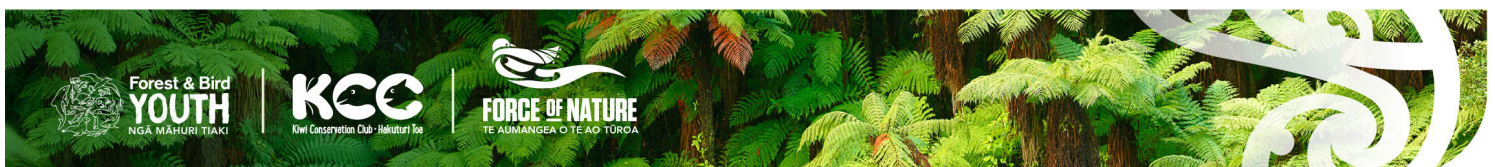
¹ The concept of ‘biophilic design’ is related to six design elements: environmental features, e.g., use of natural colours, use of water features, use of natural ventilation, insertion of plants on structures such as green roofs, allowances for free-roaming animals (e.g., chickens), use of natural and organic materials, and building alongside the landscape, versus dominating it, natural shapes and forms e.g., use of motifs and forms which resemble those found in nature, natural patterns and processes e.g., incorporation of properties found in nature such as fractals and sensory variabilities, light and space e.g., increasing the flow between indoor and outdoor spaces, increased integration of natural light as opposed to artificial light, place-based relationships e.g., creating areas which facilitate, and support people to have connections to it, and evolved human-nature relationships e.g., incorporating the fundamental aspects of the inherent human relationship with nature such as providing a sense of refuge and security, attraction and beauty (Kellert, Heerwagen, & Mador, 2008).



- 2.6. Getting people out of their cars and using buses will not be achieved by only adding ten extra bus routes to the region as proposed. As an example, to catch a bus from Remuera to Mount Eden – which is usually a 10 minute drive – would require catching two buses with a total travel time of 40 minutes. Furthermore, many houses in Auckland are 20 minutes’ walk away from the nearest bus stop. By the time people reach their bus stop, they would have already gotten to their destination by car. We cannot avoid the fact that people want convenience and want to get places faster. Only adding ten extra bus routes will not make any difference and will not incentivise enough people to stop using their cars. As transport is Auckland’s biggest emitter – it is disappointing to see the soft approaches proposed to deal with this. We need to think practically. Has Auckland Council ever undertaken research across the region to explore the populations’ perspectives as to what they feel would get them out of cars and into buses?
- 2.7. Transitioning to a population that is more likely to catch buses versus using their cars will take many years – potentially decades. In the interim, we need to incentivise more people to purchase or use electric cars. Along with incentives by central Government such as electric car rebates, Auckland Council could use some of the targeted fund to fund more electric car charging stations around the region, set aside more lanes on motorways for electric cars, offer lower parking fees for those who have electric cars etc. Furthermore, Auckland Council could fund electric car hire options (e.g., increased City Hop or funding companies such as Zilch).

Other Comments

- 2.8. Furthermore, we note that manufacturing industries are the second largest emitter in the Auckland region and therefore some of the fund could be used to incentivise things such as supporting our largest businesses to transition to solar energy, etc. Auckland Council could work along organisations such as the Sustainable Business Network to implement such initiatives.
- 2.9. Lastly, we consider that the initiative to increase investment to combat pests and weeds funded by the Natural Environment Targeted Rate is in fact a climate initiative. By decreasing pest populations in the region we are protecting our ngahere – which are crucial for future climate change mitigation.





#8746

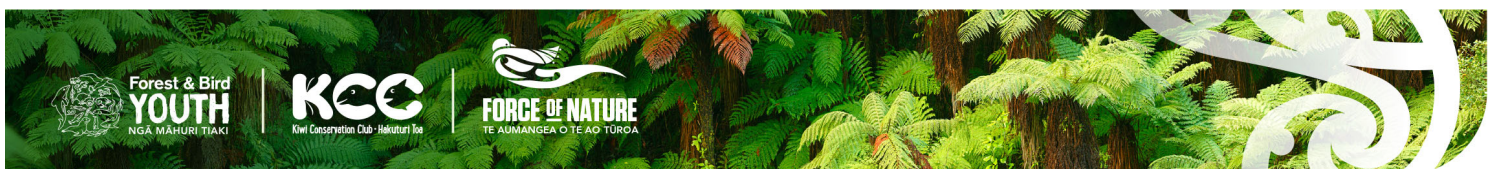
Forest & Bird

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If you have any questions regarding the contents of this submission please do not hesitate to contact me below.

Lissy Fehnker-Heather
Regional Manager – Auckland & Coromandel
Forest & Bird
l.fehnker-heather@forestandbird.org.nz





8747



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Urban Design Forum

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: (CATR) proposal in the Auckland Council Annual Budget 2022-2023 consultation.

Under the Urban Design Forum Values is the objective of creating quality urban places. "Quality urban places, means making places that are more sustainable and enduring.

The CATR will help develop more sustainable cities through improved public transport, active transport networks and planting more urban trees.

The CATR should be ring fenced to be used strictly on additional climate friendly projects. And that the money collected should be in addition not in place of existing sustainable transport budgets. The point of the funding is to accelerate additional climate action.

The CATR should not prevent or remove the need for climate to be a key consideration in decision making across all aspects of council.

Furthermore, we would support a move to put any future council budget allocation to go through a climate change impact assessment.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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URBAN DESIGN FORUM INC

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Post (please communicate via email)
PO Box 5455, Auckland 1141

28 March 2022

INTRODUCTION:

This submission is made on behalf of the Urban Design Forum committee and has been compiled with engagement from Auckland Branch committee members.

The submission responds to key issue 1: Climate Action Targeted Rate

URBAN DESIGN FORUM AOTEAROA:

The Urban Design Forum Aotearoa is a membership organisation dedicated to promoting urban design excellence across Aotearoa New Zealand.

OUR SUBMISSION:

The Urban Design Forum Aotearoa Committee **SUPPORT** the Climate Action Targeted Rate (CATR) proposal in the Auckland Council Annual Budget 2022-2023 consultation.

Under the Urban Design Forum Values is the objective of creating quality urban places. "Quality urban places, means making places that are more sustainable and enduring.

The CATR will help develop more sustainable cities through improved public transport, active transport networks and planting more urban trees.

The CATR should be **ring fenced** to be used strictly on **additional** climate friendly projects. And that the money collected should be **in addition** not in place of existing sustainable transport budgets. The point of the funding is to accelerate additional climate action.

The CATR should not prevent or remove the need for climate to be a key consideration in decision making across all aspects of council.

Furthermore, we would support a move to put any future council budget allocation to go through a climate change impact assessment.

Kind Regards,

Ellie 😊

Ellie Craft
Senior Sustainable Mobility Engineer
MRCagney
Committee Member, Urban Design Forum Aotearoa

e: ecraft@mrcagney.com



8748



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Transportation Group New Zealand Auckland Branch

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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What do you think of this proposal? Support

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
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- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Important privacy information

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Date: 28 March 2022

The Auckland Branch of the Engineering New Zealand Transportation Group NZ (TG) **SUPPORT** the Climate Action Targeted Rate (CATR) proposal in the Auckland Council Annual Budget 2022-2023 consultation.

The Engineering NZ's Transportation's Group's second aim is: contributing to the development and recognition of good practice, facilitating the planning and creation of better transportation networks and management practices, so increasing the productivity of existing and new transport systems;

Furthermore, Engineering NZ created a climate change commitment:

<https://www.engineeringnz.org/news-insights/now-is-the-time-for-engineering-climate-action/#:~:text=In%20Engineering%20New%20Zealand's%20position,to%20avoid%20irrevocabl%20climate%20change.>

The latest transport industry research all indicates the need to move to sustainable transport.

We see the CATR as a tool to develop a better transport system for Auckland.

We would like to add that the targeted rate should be ring fenced to ensure that it is restricted to be used only on climate friendly proposals. We also think that it needs to be in addition not in place of existing transport mode budget allocation.

In addition to the CATR, we would support a move to put any existing or future transport budget allocation through a climate change impact assessment to ensure that we are doing our utmost to reduce transport-related emissions.

Thank you for your consideration. For more information please contact:

Ellie 😊

Ellie Craft

Senior Sustainable Mobility Engineer

MRCagney

Committee Member, Urban Design Forum Aotearoa

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m: 02040001502



8751



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Hapua Thrive

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: Hapua Thrive: The benefits here show that a TR for climate action is a good idea.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

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What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

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What do you think about these proposals?

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Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

See attachment for more info

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8752



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Honour The Maunga

Your local board: Regional organisation

Your feedback

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What do you think of this proposal?

Tell us why:

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Tell us why:

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Tell us why:

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Tell us why:

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Tell us why:

5. Local Boards

6. What is important to you?

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Or is there anything further you would like to give feedback on?

TMA - See attachment for more info

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): The Noises Trust

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: The Nosies Trust: Support the CATR.

2. Managing on-going budget pressures

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What do you think of our proposal to manage on-going budget pressures?

Tell us why:

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

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Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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8755



Annual budget 2022/2023

Note: *this version of the feedback form has been created for the purpose of publishing submissions. As such, contact and demographic information has been removed and handwritten submissions have been transcribed.*

Submitter details

Organisation (if applicable): Bike Auckland

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: Bike Auckland strongly supports the Climate Action Targeted Rate. Auckland has historically under-invested in active transport infrastructure, and the proposed boost to walking and cycling will help to remedy the deficiency in these modes, which is long overdue. Additionally, public transport investment will assist Aucklanders to live low-car or no-car lifestyles, and improve transport equity and accessibility. Urban tree planting will significantly improve streetscapes, in particular for those outside of a vehicle, and is also strongly supported. Bike Auckland believes that this targeted rate only constitutes the first steps towards tackling climate change, and wish to communicate to Councillors that this funding is an essential component of what must ultimately be a more broadly reaching program. In short, we would expect all Council members who understand climate change to support this proposal and that failing to do so would suggest a lack of comprehension of the scale of change required to assist Aucklanders with the types of changes we are likely to see in Auckland over the next 5-30 years.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Other

Tell us why: It is essential that any budget reprioritisation does not delay other aspects of climate action, rendering the CATR less effective.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

Waitematā Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right?

Tell us why: See attachment for more info

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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Why do I bike?



- Environmentalism
- Spontaneity & fun
- To stay fit
- Mental health & a feeling of safety

#8755

What is a Bike Burb?

- Community
- Advocacy
- Campaigns
- Other?

14,872
Total Bike Burb
members,
March 2022

CONNECT

**SPEAK
UP**

295

**HAVE
FUN**

#8755

Local Bike Burbs

- Bike Grey Lynn
- Bike Parnell
- Rainbow Riders
- Central Bike District

Combined social
media of 965
members,
March 2022

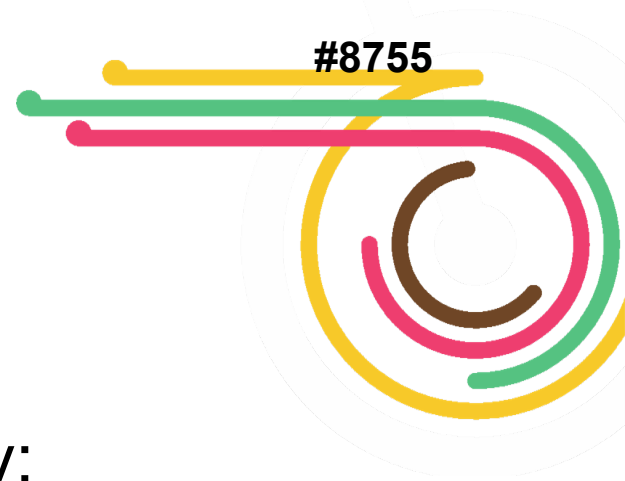
CONNECT

**SPEAK
UP**

296

**HAVE
FUN**

Why invest in safe bike paths?

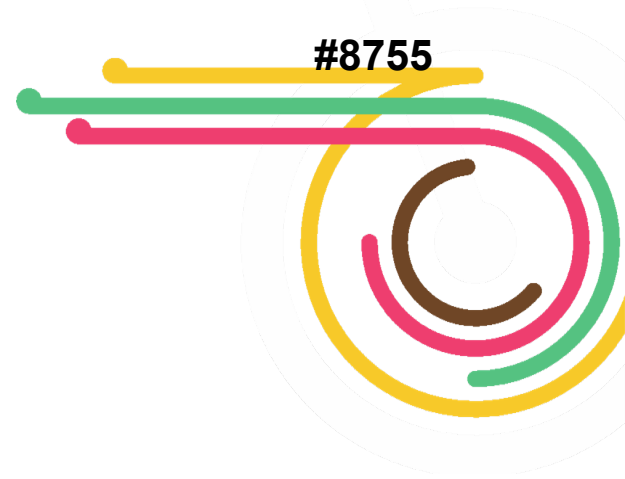


For Kaitiakitanga and sustainability:

- 43.4% Auckland's emissions from vehicles. Our target is a 64% emissions reduction by 2030.
- Bikes do not produce emissions.
- Bikes have a very low whole life impact on the environment.

Why invest in safe bike paths?

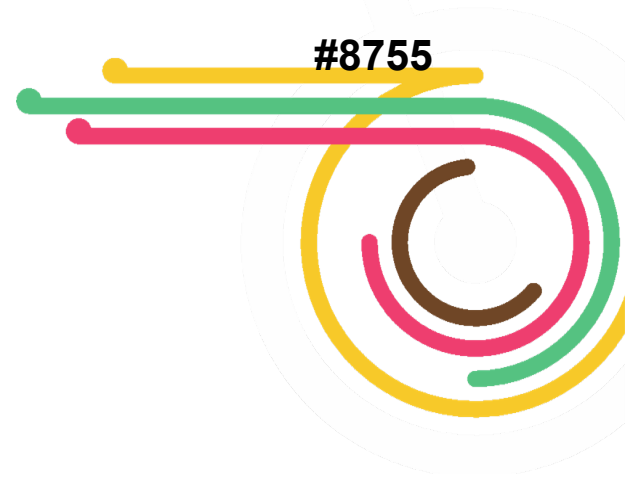
#8755



For equity and independence:

- Children, many elderly, some disabled people, and those without licenses cannot drive - but can bike
- Many people who can't afford a car or public transit can afford a bike
- 60% of Aucklanders say they would cycle if they felt safe enough

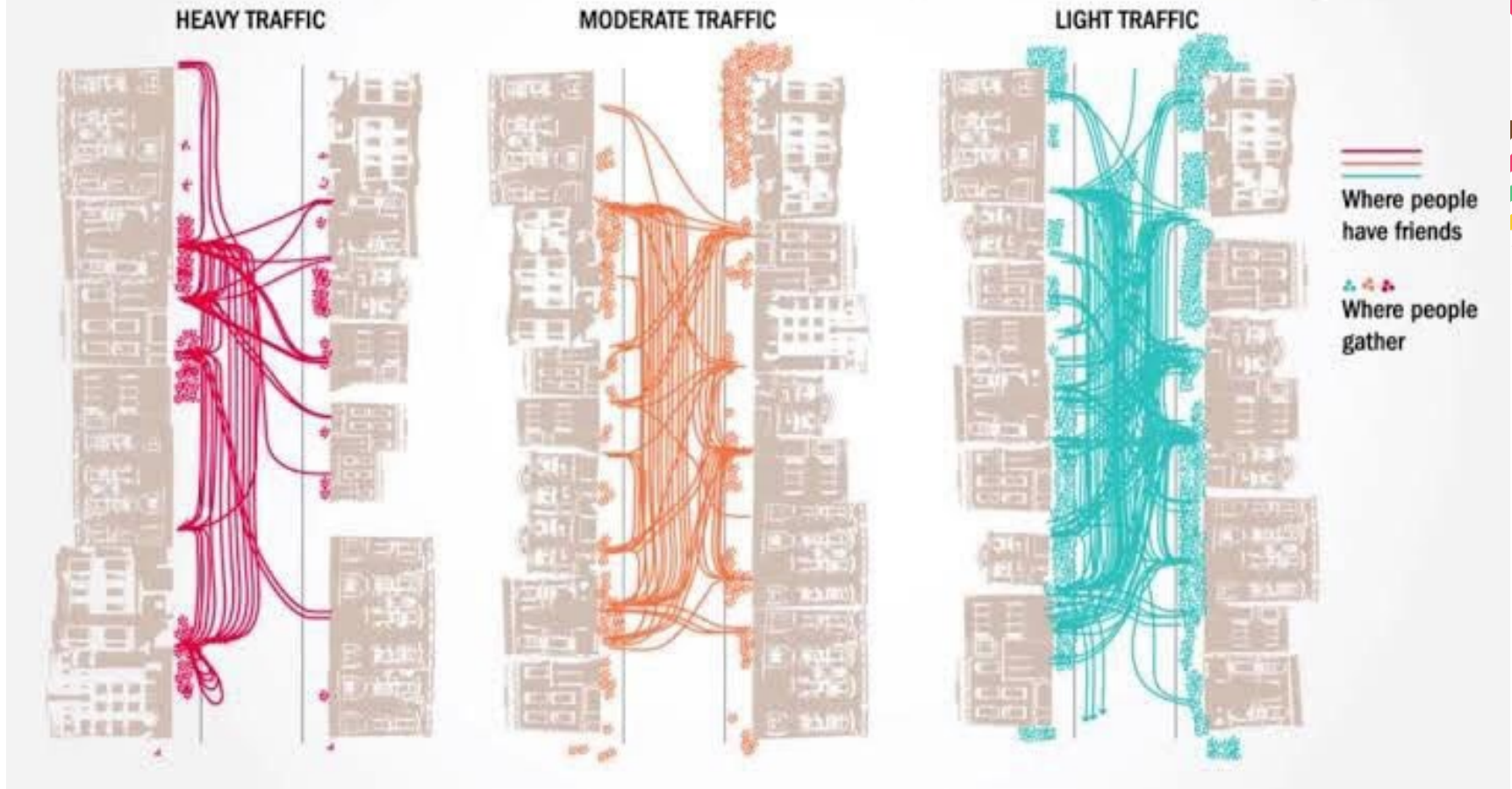
Why invest in safe bike paths?



For greater community cohesion:

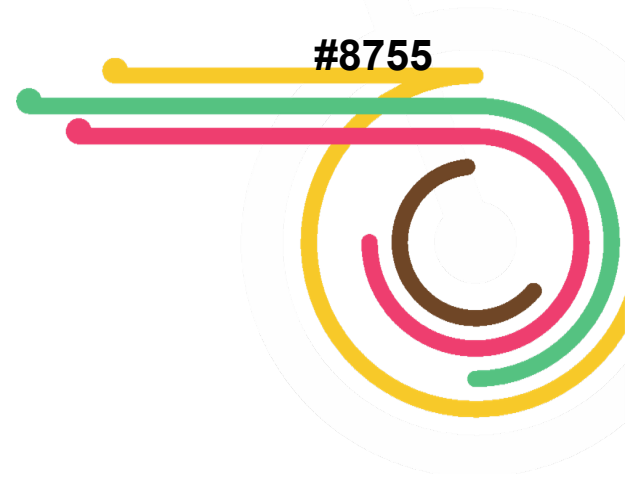
- People on bikes make more eye contact, stop and chat, or smile and wave more often than people in cars.
- People living on quieter streets are more likely to play and hang out in the street space, causing them to connect more with their neighbours. This leads to them feeling that their neighbourhood is safer.

Social Interactions on Three Streets - Neighboring and Visiting



Fewer cars = quieter streets = more pleasant to dwell in = more opportunity to be social = **community cohesion**

Why invest in safe bike paths?



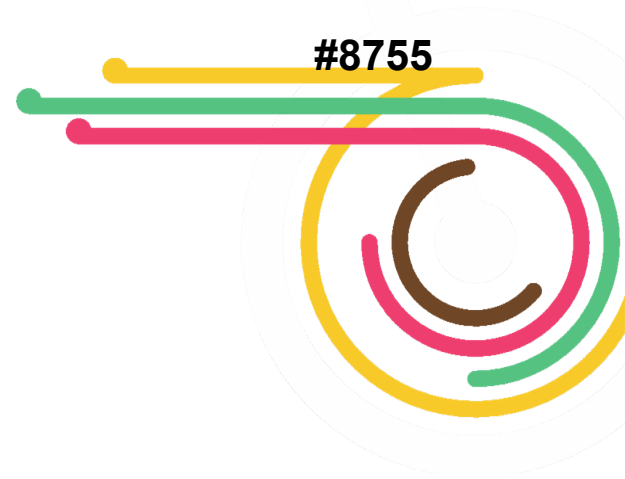
For mental and physical wellbeing:

- Travelling by bike is the easiest way to form a habit of regular exercise
- A British study showed that cyclists had a 41% lower risk of premature death compared with drivers and PT users

- Fewer emissions means fewer health problems associated with air pollution such as asthma
- Regular exercise can improve mental health
- People who bike are more likely to describe their commute as 'exciting', while drivers describe it as 'stressful'.
- Less noise pollution = less stress

Why invest in safe bike paths?

#8755



For the economy:

- The benefit to cost ratio is estimated to be anywhere between 3:1 to 14:1
- 2018 NZ study found benefits to be 10:1 (programmes and infrastructure investment)
- Auckland research shows for every \$1 spent on cycle improvements, more than \$20 is saved

- The health benefits of biking mean we would spend less on healthcare
- Bikes produce less wear on roads, reducing ongoing maintenance costs.
- More people on bikes means less congestion.

- People on bikes shop more frequently, spending on average more than people who drive (over a longer period of time).
- Food businesses and retail near bike paths often have increased profit (even when parking has been removed). Employment in the area also increases.
- Eco-tourism (including cycling) is important for NZ

Why invest in safe bike paths?

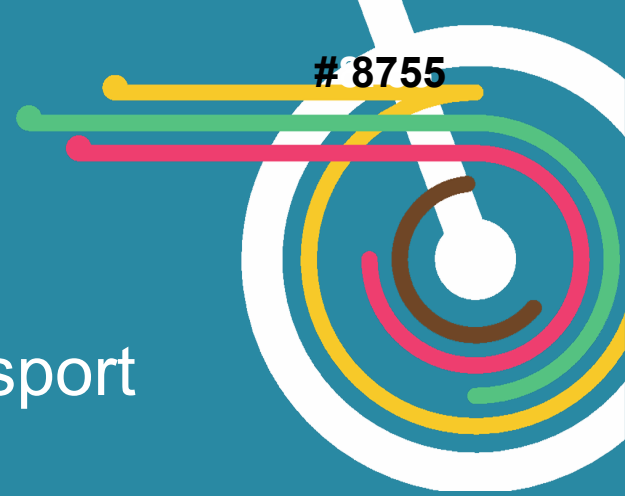


- Bike paths mean safer streets - including a reduction in car crashes.
- Proportionately bikes are involved in 10x as many serious crashes as drivers (Auckland)
- The fastest way to encourage people to switch to biking is by making safe bike paths



1 in 3 Aucklanders ride a bike





Support Waitematā Local Board's:

- Current investment in active transport projects and decarbonisation
- Support of AT safer speeds project

Request that Waitematā Local Board:

- Supports the Climate Action Targeted Rate
- Supports projects which invest in active transport and micromobility
- Requests more investment for active transport

References...

- Aucklanders would cycle if there was infrastructure - Auckland Cycling 10 yr plan:
<https://at.govt.nz/media/1974167/auckland-cycling-10-year-plan-july-2017.pdf>
- Transport equity - The Fair Path
<https://helenclark.foundation/publications-and-media/te-ara-matatika-the-fair-path/>
<https://helenclark.foundation/publications-and-media/te-ara-matatika-the-fair-path/>
- Donald Appleyard's Livable Streets, University of California Press, Berkeley, 1981.
- Summary of various studies of health benefits from cycling:
<https://cyclingsolutions.info/cycling-and-health/>
- Kirsty Wild study of getting out of cars & mental health impact -
<https://www.newsroom.co.nz/ideasroom/what-cars-and-tobacco-have-in-common>
- NZ study - A Cost Benefit Analysis of an Active Travel Intervention with Health and Carbon Emission Reduction Benefits
<https://www.mdpi.com/1660-4601/15/5/962>
- Auckland research into policy
<https://ehp.niehs.nih.gov/doi/10.1289/ehp.1307250>
- <https://www.nzta.govt.nz/assets/resources/travel-planning-toolkit/docs/resource-1-facts-and-figures.pdf>
- Bike lanes near businesses increase revenue:
<https://www.sciencedaily.com/releases/2020/04/200422151318.htm>
- Proportionate crashes:
<https://at.govt.nz/media/1974167/auckland-cycling-10-year-plan-july-2017.pdf>
- Pop up cycle lanes increase cycling modeshare:
<https://www.pnas.org/doi/10.1073/pnas.2024399118>



8757



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Makaurau Marae Maori Trust – Te Ahiwaru

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Do not support

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why: See attachment for more info

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why: See attachment for more info

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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8759



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Ngati Tamatera Treaty Settlement Trust

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: This is pivotal to the wider discussion around te mana me te mauri o te taiao. This is all captured in our te ao Māori world view, however – more needs to be done to unpack some of that kōrero and to align across local and central government initiatives, we cannot do this in isolation. Utilise cultural monitoring tools – co create, co-manage with Mana Whenua. See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

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- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023

- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Support

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Support

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

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This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? Support (prefer rates-funded system)

Tell us why: See attachment for more info

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

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Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

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8761



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Submitter details

Organisation (if applicable): Ngāti Te Ata

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why:

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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What do you think of our proposal to manage on-going budget pressures?

Tell us why:

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What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

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Tell us why:

5. Local Boards

6. What is important to you?

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- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

Our number one priority is the Wharekai of our Marae and the infrastructure to make it operational. The Whare has been the primary priority of our Marae for the last 35 years. There have been three temporary structures used in that time.

We have begun building the new Wharekai but need support to complete it.

Our other major Whare on our Marae is the oldest standing Wharenui in Tamaki Makaurau.

Other priorities:

Extinguishing of Rates because:

- 42 000 acres of Ngaati Te Ata lands were confiscated in 1863 following the illegitimate invasion of the Waikato.
- Other lands were later seized for non payment of rates. The worst example in our rohe was Moeatoa where the village located on the Manuka relocated to the banks of the Waikato river at AkaAka. Their homes extending into the river on poles.
- the further loss throughout our lands due to Mining and Forestry

The loss of the lands and the potential of those lands and the devastating impact of our people is intergenerational.

Support our Mana Whenua, Ngaati Te Ata Waiohau initiatives in the Water Knowledge, Water Safety Messaging, Water Health Space .

- Te Tai o Rehua
- Te Manukanuka o Hoturoa

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8762



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Ngaati Whanaunga

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

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- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why: See attachment for more info

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

See attachment for more info

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8763



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Te Runanga Ngati Whatua

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal?

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

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- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

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Tell us why:

4. Standardising waste management

Question A

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This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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8764



Annual budget 2022/2023

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Submitter details

Organisation (if applicable): The Ngāti Paoa Trust Board

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

- improving transport choice for over one million Aucklanders who will be living within 500 meters of new or improved bus services
- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- using the Government's Better Off support package funding
- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Support

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? Support (prefer rates-funded system)

Tell us why: See attachment for more info

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units) Support

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units Support

Standardise the opt-out rules for non-residential properties Support

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

Devonport-Takapuna Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I support all priorities

Tell us why: If they can be supported financially

Franklin Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I support all priorities

In addition, would you support the sale of Ardmore Hall and/or Bell Field if the proceeds of that sale were re-invested in Clevedon Showgrounds and/or public facilities in Clevedon Village (e.g. Cricket grounds and the Clevedon Hall)?

Tell us why: If they can be supported financially

Manurewa Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I support all priorities

Tell us why: I support all priorities

Maungakiekie-Tāmaki Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I support all priorities

Tell us why: If they can be supported financially

Waiheke Local Board

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I support all priorities

Tell us why: If they can be supported financially

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

See attachment for more info

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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Auckland BIDS

Your local board: Regional organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

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- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Support

Tell us why: See attachment for more info

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

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- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures?

Tell us why: See attachment for more info

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change?

Tell us why:

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system?

Tell us why:

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units)

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units

Standardise the opt-out rules for non-residential properties

Apply a minimum base charge to every separately used or inhabited part of a property

Tell us why:

5. Local Boards

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).

- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

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BIDs (Business Improvement Districts)

Cheryl Adamson, Kevin O’Leary, Mark Knoff-Thomas and Terence Harpur

- Ongoing concerns and uncertainty about the impact of COVID
- Landlords forced to share in the financial stress of tenants due to little support from government and council
- Rates postponement and dropping of outdoor dining licenses welcomed. But council can do more
- Ask for a review of the cost collection services of council in light of covid impacts
- Agree with Climate action needed
- CATR is a rates rise and wasn’t signaled in the long-term plan
- Climate action should be more appropriately spread
- Propose that council provide remissions for businesses that take their own climate action.
- Support general direction, but ask that investments be further prioritised and lower priority projects deferred
- Rates and charges increases should be minimised and CATR not implemented this year
- Waste services – share concerns that waste creation is too high
- Support the proposal to allow some businesses to opt out of council waste services
- General rating proposal – we need, fair, transparent process
- Business differential is being reduced – should not be applied to rates
- Accommodation provider targeted rate – needs to be funding for promotions of Auckland, but APTR is not the way. Want levy at the border to fund
- Concerns about water charges increase
- Concerns about the underspend of the Regional Fuel Tax. Want council to advocate for RFT to be paused.

Cr Cashmore – Would you think that CATR would be fairer as a flat rate rather than based on value of property?

A: we would rather it be differed for the time being. Yes, flat rate would be better. Reiterated wanting a remission for properties taking climate action.

Cr Cashmore – APTR, we need to promote Auckland. International people already pay a levy at the border. Would a bed tax (paid by the visitor, not the provider) be better?

A: Definitely need to promote Auckland. Bed tax would be a concern for domestic visitors.

Cr Dalton – Re. What council services should be stopped?

A: discussions have been about criteria used by council to prioritise. We have specifics, would need to study council prioritisation further

Cr Simpson – Are you aware that business rates going down by approx.. 6% in the DTLB area. That it is a more than %1,000 drop per year. In Upper Harbour – business rates increasing by approx.. \$200 per year.

A: Would appreciate that information in specifics.



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Annual budget 2022/2023

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Submitter details

Organisation (if applicable): Hoani Waititi Trust

Your local board: Regional Organisation

Your feedback

1. Climate action targeted rate

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

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- moving to low-emission ferry services
- increasing provision for walking and cycling, and
- increasing tree canopy cover in communities that need it most.

We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.12 per week (about \$58 a year) for the median value residential property.

What do you think of this proposal? Do not support

Tell us why: It seems this is not just an Auckland issue, however for Auckland. Why change all the roading, speed limits etc WITHOUT the infrastructure of a sound public transport system. Ride bikes? Great for an 80 year old to be told that. Its a mask for getting more money to continue to destroy what was a beautiful city.

Proposal: Kao – Auckland residents are already taxed on top of erational taxes. Auckland has been hit hard with covid and needs time to recover. Auckland Council has offered no relief.

Challenges/Issues: Already taxed more than rest of NZ.

Risks: No opportunities here just more burden.

Opportunities: No opportunities here just more burden.

2. Managing on-going budget pressures

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

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- changing the timing of some capital spending
- implementing cost reductions in the form of efficiency savings and potential reduction in some services
- keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- considering the sale or long-term lease of additional non-strategic assets as required.

What do you think of our proposal to manage on-going budget pressures? Do not support

Tell us why: Goff got rid of that Watercare guy because he was paid too much. Yet the councillors - all elderly white males - continue to get pay increases. Think about it. Start with internal resource at THE TOP, not the hard working civil servants earning crap to cope with inflation, higher rates you are trying to cry poor over.

Proposal: No to the sale of assets – once the money is spent we are poorer for the experience. The time to invest in Auckland is now! Not burden residents.

Challenges/Issues: Over taxing Auckland residents.

3. Prioritising operating spending

We need to prioritise operating spending to help manage on-going budget pressures. We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services.

What do you think about how we propose to choose which services to reduce, stop or change? Do not support

Tell us why: Sounds like a "Consultant" is giving you spin. What alot of We should, we shouldnt, we need, we need not to nonsense.

Proposal: Kao to stopping service in the community – Would affect the lower income brackets

Challenges/issues: Inequity

Opportunities: No opportunities

4. Standardising waste management

Question A

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a region-wide rates funded refuse collection service with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide pay-as-you-throw (PAYT) system (e.g. tags and bags).

What do you think about our proposal to move from a planned region-wide PAYT system to a region-wide rates-funded rubbish collection system? Other

Tell us why: Forcing the answer to PAYT. We do already.....so why charge us more, when you reduced the service a few years back. Stupid idea - sack that councillor.

Proposal: Do you support the proposal to move to a region-wide rates-funded refuse collection system?

Ae – there is no reason why some parts of Auckland are peneliased while others have a free ride.

Challenges/Issues: No risks – one rule for one and one rule for all.

Question B

In addition to how we fund region-wide kerbside rubbish collection, we are also proposing to standardise waste management services and charges across Auckland.

This includes standardising which properties can opt out of council waste services and charges.

What do you think about these proposals?

Standardise the opt-out rules for residential multi-unit developments (10 or more units) Support

Standardise the opt-out rules for residential and lifestyle properties with between two and nine units Support

Standardise the opt-out rules for non-residential properties Support

Apply a minimum base charge to every separately used or inhabited part of a property Do not support

Tell us why:

5. Local Boards

[Henderson-Massey Local Board](#)

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I don't know.

Tell us why:

[Waitākere Ranges Local Board](#)

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I don't know.

Tell us why:

[Whau Local Board](#)

Tell us your thoughts on our proposed priorities for the local board area in 2022/2023 – have we got it right? I don't know.

Tell us why:

6. What is important to you?

Do you have feedback on any other issues, including:

- Local board decision-making over local community services (page 53 in the consultation document).
- Tūpuna Maunga Authority Operational Plan 2022/2023 (page 53 in the consultation document).
- Changes to fees and charges (page 53 in the consultation document).

Or is there anything further you would like to give feedback on?

30km per hour in the city? Cars, scooters and busses are not built to travel so slowly. Worst idea since stopping parking on Queen St and wanting to pedestrianise it. Your moves have failed to bring ANY life back into our city - its killed it. Fail fail fail. This "Have your say" is political justification of inadequacy.

Changes related to Whenua Maori, incl:

- **Maori Land Rates Remission and Postponement Policy** Support - Council need to keep out of Maori land issues.
- **General Rates Remission and Postponement Policy** Support - Auckland needs relief.
- **Revenue and Financing Policy** Support
- **Local board decision-making over local community services** Support - In consultation and in partnership with Maori.
- **Tupuna Maunga Authority Operations Plan 2022/2023** Support - Sits with Mana Whenua.
- **Other rates and fee changes** Support - No increases while Auckland recovers.

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Annual Budget 2022-2023 proposals

Submitting feedback templates



1. Climate action targeted rate¹

To meet our climate ambitions, we must reduce transport emissions in Auckland by 64 per cent by 2030. To address the climate emergency and contribute to this climate goal, we are proposing spending an additional \$1.045 billion (including government funding and other sources) over the next 10 years on a series of targeted actions to reduce emissions and support adaptation. This includes:

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- Increasing provision for walking and cycling, and
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We propose introducing a climate action targeted rate (separate from general rates) to pay for \$574 million of this over the next 10 years. We estimate the targeted rate to be about \$1.10 a week (about \$57 a year) for the median value residential property.

Proposal	Ae	Kao	Tēn ā pea ?	Huatau - comments
----------	----	-----	----------------------	-------------------

Kao - Auckland residents are already taxed on top of National Taxes. Auckland has been hit hard with Covid & needs time to recover. Auckland Council has offered no relief.

Tautohe - challenges/issues	Tūraru - Risks	Kōwhiringa - opportunities
-----------------------------	----------------	----------------------------

Already taxed more than rest of NZ *Financial hardship* *No opportunities here. just more burden.*

¹ See pages 12-19 of the Consultation Document

2. Managing on-going budget pressures²

To assist with the following question please refer to page 20-23 of the Consultation Document

Due to on-going impacts of COVID-19 on our revenue, and growing inflationary pressure, we are forecasting a budget shortfall of \$85 million for 2022/2023 compared to what was budgeted for in the 10-year Budget 2021-2031. Some of the budget pressures would be ongoing.

We plan to use a range of levers to manage next year's, and on-going, budget pressures, including:

- Using the Government's "Better Off" support package
- Changing the timing of some capital spending
- Implementing cost reductions in the form of efficiency savings and potential reduction in some services
- Keeping the previously agreed general rates increase of 3.5 per cent for 2022/2023
- Continue work on the sale or long-term lease of non-strategic assets as required.

Proposal	Ae	Kao	Tēn ā pea ?	Huatau - comments
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No to the sale of assets - once the money is spent we are poorer for the experience

The time to invest in Auckland is now! Not burden residents

Tautohe - challenges/issues	Tūraru - Risks	Kōwhiringa - opportunities
-----------------------------	----------------	----------------------------

Over taxing Auckland Residents.

² See pages 20-23 of the Consultation Document

3. Prioritising operating spending³

We need to prioritise operating spending to help manage on-going budget pressures.

We have proposed a set of criteria to be used when making decisions about cost reductions, including those that could reduce, stop or change some services

Proposal	Ae	Kao	Tēn ā pea ?	Huatau - comments
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Kao to stopping service in the community — Would affect the lower income brackets.
Space

Tautohe - challenges/issues	Tūraru - Risks	Kōwhiringa - opportunities
Inequity		No opportunities

³ Proposed criteria outlined on page 24 of the Consultation Document

4. Standardising waste management⁴

Over the next three years we are moving to standardise waste services and charges across Auckland. Currently, some of Auckland pays for rubbish collections on their rates bill, and other parts of Auckland buy bin tags or bags to get their rubbish collected.

We are proposing a move to a **region-wide rates-funded** refuse collection service, with a choice of three bin sizes to accommodate different household needs, as this is the most cost-effective, equitable and climate friendly option to achieve waste minimisation outcomes.

This proposal is instead of the current Auckland Waste Management and Minimisation Plan approach to move to a region-wide **Pay As You Throw (PAYT)** system (e.g. tags and bags).

Proposal	Ae	Kao	Tēn ā pea ?	Huatau - comments
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Do you support the proposal to move to a region-wide rates-funded refuse collection system?

Ae - there is no reason why some parts of Auckland are penalised while others have a free ride

Tautohe - challenges/issues

Tūraru - Risks

Kōwhiringa - opportunities

No risks - one rule for one & one rule for all.

⁴ See pages 26-29 of the Consultation Document


In addition to how we fund region-wide kerbside refuse collection, we are also proposing to standardise waste management services and charges across Auckland. This includes standardising which properties can opt out of council waste services and charges.

We would like to know what you think about these proposals⁵:

Proposal	Ae Kao Tēn ā pea ?	Huatau - comments
Standardise the opt-out rules for residential multi-unit developments (10 or more units)	Ae	
Standardise the opt-out rules for residential and lifestyle properties with between two and nine units	Ae	
Standardise the opt-out rules for non-residential properties	Ae	
Apply a minimum base charge to every separately used or inhabited part of a property.	Kao	

⁵ See pages 30-31 of the Consultation Document

5. Local Board Agreements

Kaupapa	Ae	Kao	Tēnā pea	Huatau - comments
Which local board area/s are important for you?				<input type="checkbox"/> Albert-Eden <input type="checkbox"/> Aotea / Great Barrier <input type="checkbox"/> Devonport-Takapuna <input type="checkbox"/> Franklin <input checked="" type="checkbox"/> Henderson-Massey <input type="checkbox"/> Hibiscus and Bays <input type="checkbox"/> Howick <input type="checkbox"/> Kaipātiki <input type="checkbox"/> Māngere-Ōtāhuhu <input type="checkbox"/> Manurewa <input type="checkbox"/> Maungakiekie-Tāmaki <input type="checkbox"/> Ōrākei <input type="checkbox"/> Ōtara-Papatoetoe <input type="checkbox"/> Papakura <input type="checkbox"/> Puketāpapa <input type="checkbox"/> Rodney <input type="checkbox"/> Upper Harbour <input type="checkbox"/> Waiheke <input checked="" type="checkbox"/> Waitākere Ranges <input type="checkbox"/> Waitematā <input checked="" type="checkbox"/> Whau
Do you support the proposed priorities for your local board area/s?				

6. Feedback on additional matters?

Kaupapa	Ae	Kao	Tēnā pea?	Huatau - comments
Changes related to Whenua Māori, incl:				
• Māori Land Rates Remission and Postponement Policy	✓			Council need to keep out of Māori land issues.
• General Rates Remission and Postponement Policy	✓			Auckland needs relief.
• Revenue and Financing Policy	✓			
Local board decision-making over local community services	✓			In consultation & in partnership with Māori
Tūpuna Maunga Authority Operational Plan 2022/2023	✓			Sits with Mana Whenua
Other rates and fee changes	✓			No increases while Auckland recovers.