

# AUCKLAND COUNCIL'S ANNUAL PLAN 2025/2026



## Online Information Session

### Q&A

Wednesday 5 March 2025

6.00pm – 7.30pm

Question	Response
Please can I know when this Red Zone area in Papatoetoe Motatau road will be removed would be appreciated to know	<p>Thank you for this question. Unfortunately, your question falls outside the scope of the topics being consulted on for Annual Plan 2025/2026. We appreciate your understanding.</p> <p>Watercare has recently updated the information around this area on our website. There is now a map on the Otara capacity area which sets out the projects that are needed to release this capacity constraint which can be found here <a href="#">Network capacity in Auckland</a>.</p>
Only about 10% of houses in my area put our food scraps bins. I think other areas are similar. How long are we all going to be charged for a service that no one wants? I would prefer to see the good ole days of unlimited curbside inorganic collections to be brought back instead. The recent inorganic method is very limiting	<p>We announced the introduction of a food scraps collection service in the Auckland Council Waste Management and Minimisation Plan 2012. The plan and the new service went through public consultation before Auckland Council adopted the plan.</p> <p>The service was consulted on again as part of the Auckland Council Waste Management and Minimisation Plan 2018 and then as part of the Long-Term Plan 2018-2028 public consultation.</p> <p>The targeted rate for the service was consulted on as part of the Annual Budget 2022/2023 and Annual Budget 2023/2024 public consultations. At all consultations, we received public support for the service. Information on the service is provided here:</p> <p><a href="https://www.aucklandcouncil.govt.nz/rubbish-recycling/food-scraps-collections/Pages/default.aspx">https://www.aucklandcouncil.govt.nz/rubbish-recycling/food-scraps-collections/Pages/default.aspx</a></p>
What is the back up plan for the \$27m if the Bed Levy is not approved by Govt?	<p>The options for if a bed night visitor levy is not approved by government would need to be considered by elected members. They are detailed in Section Four of the Annual Plan 2025/2026 Supporting Information (Page 165). They include reducing activities, an accommodation provider targeted rate, increasing the destination partnership programme, a sector led regional tourism organisation, funding from general rates and other partnerships or models.</p>
How confident are you of getting legislation for the bed levy passed? What options for increased corporate sponsorship or entry fees etc are available if it is not passed?	<p>The council continues to advocate to Central Government on a bed night visitor levy but at this stage there have been no formal government statements. The options for if a bed night visitor levy is not approved by government would need to be considered by elected members. They are detailed in Section Four of the Annual Plan 2025/2026 Supporting Information (Page 165). They include reducing activities, an</p>

	accommodation provider targeted rate, increasing the destination partnership programme, a sector led regional tourism organisation, funding from general rates and other partnerships or models. The council is not able to anticipate what changes might be made to events if council funding was not available. The ability of an event to obtain corporate sponsorship or to introduce, or increase pricing would differ greatly from event to event and be influenced by both practical and economic factors.
Is there money in this Annual Plan for level crossing removal?	The proposed Annual Plan 2025/26 currently has \$2.2 million budgeted for level crossing removals as part of a \$550 million programme in the Long-term Plan 2024-34. The government has recently announced a potential acceleration of how they would fund their share of the level crossing removal programme, meaning Auckland Council could consider fast-tracking the level-crossing removals as part of the Annual Plan 2025/26.
In the area I live. there are numerous buildings going up. Surely these people are contributing to the rates, so why the big increase?	Thank you for your query on Auckland Council's rates increases. New properties do pay a share of rates. Additional properties, and residents, also lead to increased demand for council services such as waste collection and public transport, and new or upgrade infrastructure such as roads, stormwater pipes, community facilities and open space. The budgets included in the proposed Annual Plan 2025/2026 have taken into account the additional rates to be generated from, and costs to serve, these new properties.
Why do rate payers have to suffer more with the increase of rates to fund improving auckland city and activities when cost of living is expensive in auckland in comparison to other regions.	Thanks you for your question. Rates pay for a wide range of day-to-day service and support investment in Auckland's infrastructure. The proposed rates increase of 5.8 per cent is the lowest of any metropolitan centre in New Zealand. But we know that for some people rates are a considerable cost. If anyone is concerned about being able to pay rates, we would want them to get in touch with us. Auckland Council offers assistance in the form of penalty remissions, rebates, payment plans and postponements, provided certain criteria are met.
Will watercare be sold to an overseas entity?	Thank you for your question. Watercare is a council-controlled organisation wholly owned by Auckland Council, and there are no plans to sell Watercare to an overseas entity.
What is the level of priority for diaster resilience, specfically at a ground level? How will you maintain preparedness?	The council's Auckland Emergency Management (AEM) partners with emergency services and other organisations to ensure effective coordination of civil defence and emergency management within Auckland. Key performance measures for Auckland Emergency Management are outlined in section 2.7.1 (Volume 2) of the Long-term plan: <a href="https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/budget-plans/Documents/long-term-plan-2024-2034-vol-2.pdf">https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/budget-plans/Documents/long-term-plan-2024-2034-vol-2.pdf</a> . On top of other budgets, a \$20 million budget per annum increase to operating expenditure was agreed in the 2023/2024 Annual Budget which is a sustained fund to increase Auckland's resilience to future events including improving our emergency management response, undertaking proactive monitoring and maintenance of our assets, supporting our communities to respond, and speeding up adaptation planning.
Given the storms that have occurred in Auckland in recent years can Auckland look to tactical savings to use sucker trucks to	The idea of using sucker trucks to remove waste from streets before it reaches catchpits has merit. However, based on the current operational setup, there are some practical considerations to address.

<p>remove waste from street before it ends in catchpits to save on the waste treatment. Can Auckland Council and the CCOs generate a tactical approach to enhance the savings described by Ross Tucker. There is an entire Auckland that could suggest savings in AC.</p>	<p><b>1. Existing Maintenance Balance:</b> Auckland Transport (AT) and Auckland Council already balance the maintenance of street catchpits. AT handles street sweeping, while the Council manages catchpit cleaning. This division of labor ensures that both surface waste and catchpit sediments are addressed, albeit through different methods.</p> <p><b>2. Sucker Trucks vs. Street Sweepers:</b> The sucker trucks currently used for cleaning coarse sediments from catchpits are not designed for surface waste removal. Street sweepers are more efficient for this purpose, as they are specifically equipped to handle waste on the street surface. Using sucker trucks for this task would likely be less effective and could increase operational costs.</p> <p><b>3. Coordination Opportunities:</b> We are continuing to look at where there is potential to improve coordination between street sweeping and catchpit maintenance activities. By aligning these efforts, Auckland Council and its Council-Controlled Organisations (CCOs) may be able to better optimise resource allocation and reduce duplication of work. For example, it may be that improved scheduling street sweeping before catchpit cleaning could prevent some waste from entering the catchpits in the first place, thereby reducing the load on catchpit maintenance.</p>
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