



# **Long-Term Plan 2024-2034** (10-year budget)

**Written Feedback**

**Late Submissions Volume #4**

April 2024



29 March 2024

AK Have Your Say  
Auckland Council  
Freepost Authority 182382  
Private Bag 92300  
Auckland 1142

To Auckland Council,

**Re.: Submission on Parks & Community Component of Council's Long-Term Plan**

This is a personal submission in support of the funding for sport and recreation facilities as part of the Auckland Council's Long-Term Plan. I am also a member of Pompallier Tennis Club.

As a resident of Auckland, and someone who is an active sports and recreation participant, I appreciate the commitment and support that Auckland Council has made, and continues to make, to the sport and recreation landscape of the city. I also am very aware of pressures and challenges the Council is facing.

As an active tennis player and club member, I have personally experienced a wide disparity in the quality of club and public tennis facilities across Auckland. A greater level of investment to maintain, improve, and protect facilities from the ever-increasing ravages of weather extremes, would be hugely beneficial to the sport and its participants.

Many tennis clubs have the benefit of being in wealthier suburbs yet some clubs especially south and west Auckland could benefit with Council assistance.

I fully support the retention of the existing Sport & Recreation Facilities Investment Fund at its current level, plus adding the proposed (non-contestable) additional \$35m investment. This will be vital in addressing the sport and recreation infrastructure deficit and upgrading the existing infrastructure.

I hope that the changes to the LTP in the sports and recreation sector are adopted, and the Council can continue to assist in enhancing the infrastructure, to ensure the massive economic, societal, and health & well-being benefits of sport and recreation are maximised.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

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**From:** [REDACTED]  
**Sent:** Monday, 1 April 2024 3:58 pm  
**To:** AKHaveYourSay; RES Local Board Howick  
**Subject:** Public dump station for East Auckland - Auckland Long Term Plan

Hi. There is not a public dump station anywhere in the East Auckland region since the Half Marina Bay facility was closed.

For motorhome visitors to Howick/Pakuranga/Botany, the nearest dump stations are Westhaven, Wiri and Beachlands.

As a Howick resident and RV owner, we travel to Westhaven or Wiri to empty our waste tank after travelling.

Emptying black water cassettes into a home toilet is rather unpleasant.

Emptying treated grey water onto roadsides and driveways should be actively discouraged, such may well wash into stormwater and so to beaches.

Please can negotiation be entered into with a service station to provide a dump station facility in the vicinity of Lloyd Elsmore Park?

Kind regards



[REDACTED]

[REDACTED]

[REDACTED]

## ➤ Give us your views on our long-term plan

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### Your details

**Your name and feedback will be included in public documents. All other personal details will not be made publicly available.**

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](http://aucklandcouncil.govt.nz/privacy)) and at our libraries and service centres) and with the Privacy Act 2020. 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. Please familiarise yourself with this policy before submitting this form.

First name: [Redacted]

Last name: [Redacted]

Email address or postal address: [Redacted]



## Overall direction for Long-term Plan

For more information on this proposal, read pages Part four of the consultation document

### 1a. Which option do you prefer for the overall direction for council's Long-term Plan?

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

### 1b. What would you like Auckland Council to do more or less of?

(Note that while we can do less of some activities, we will still fund those things that we legally have to do)

	Do less	As proposed	Do more
<b>Transport:</b> Roads, public transport and safety improvements across the transport network	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Water:</b> Managing stormwater to minimise flooding and protect waterways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>City and local development:</b> Deliver urban regeneration and lead development of the city centre	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Environment and regulation:</b> Protecting and restoring our natural environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Parks and Community:</b> A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Economic and cultural development:</b> Major events funding and economic development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Council support:</b> Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

as marked in 1b above

### 1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less bureaucracy & messing around especially by Auckland Trans part & other CCOs.  
CCOs should be just that - Council

Note, for any other feedback, there is a space at the end of the form for other comments.

## Context: Auckland Council's long-term plan is about choices

For more information on this proposal, read Part three of the consultation document

Our proposal for this 10-year plan balances providing a central level of service focussed on making do with what we have, while spending more where it is needed most.

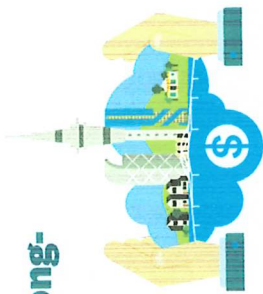
The proposal includes spending to get Auckland moving. This investment is intended to make public transport faster, more reliable and easier to use.

It also includes strengthening Auckland's resilience to flooding events over 10 years (the Making Space for Water programme).

But there are alternatives. We could do more or do less than what's in our proposal.

We want to know whether Aucklanders think we should make do with what we have (see our central proposal below), plan to do more, or do less.

There are also options and trade-offs in how we fund the services proposed, such as creating an investment fund (Auckland Future Fund), that we want your feedback on.



### Pay less and get less

- ▶ Paying less to get less could limit average rates increases for residential ratepayers to as low as
  - 5.5 per cent in year one
  - 3.5 per cent in year two
  - 3.5 per cent in year three
  - no more than 1 per cent above CPI inflation thereafter.

This will require cuts to some service levels, or will slow down improvements.

**CAPEX \$33.5b** **OPEX \$69.2b**

### Central proposal

- ▶ Under our proposal the annual rates increase for the average value residential property is set at
  - 7.5 per cent in year one
  - 3.5 per cent in year two
  - 8.0 per cent in year three
  - no more than 3.5 per cent for the years after that.

This provides a central level of service focussed on making do with what we have, while spending more where it is needed most.

**CAPEX \$39.3b** **OPEX \$72.0b**

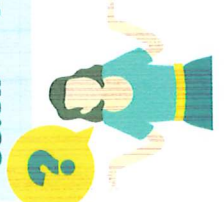
### Pay more and get more

- ▶ Paying more to get more could see average rates increases for residential ratepayers rise by up to
  - 14 per cent in year one
  - 10 per cent in year two
  - 10 per cent in year three
  - 5 per cent for the years after that.

This includes speeding up investment in transport services and climate resilience.

**CAPEX \$52.0b** **OPEX \$76.5b**

There is a lot to consider and some challenging decisions to make - so we'd like you to have your say to inform our decisions.



## Transport plan

Read pages 32-34 of the consultation document for more information on this proposal.

Our budget proposes working with government to make progress toward an integrated transport plan for Auckland. It proposes a total capital spend of \$13.4 billion for Auckland Transport over 10 years.

This includes:

- making public transport faster, more reliable and easier to use by investing in rapid transit, network actions, such as making it easier to pay and introducing capped weekly public transport passes
- network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes
- stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.

There are also options to do more, or do less (See page 34)

### 2. What do you think of the transport proposal?

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

Tell us why:

AK Transport has side thinking, wastes money + does not respond to public wishes

### 2a. Is there anything you would spend more on?

Is there anything you would spend less on?

## North Harbour stadium

Further information on each option can be found on page 104 of the consultation document.

In response to future investment needs of North Harbour Stadium, we are considering options for the future of the stadium precinct.

We could keep the stadium precinct as it is now, and maintain it at a cost of \$33 million over 10 years. Or, we could redevelop the stadium precinct to better deliver for the needs of the North Shore community, funded through reallocation of this \$33 million, the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available.

Another option is to change the operational management of the stadium to ensure greater use by the community. Changes to operational management can be considered in addition to either Option 1 or Option 2.

### 3. Which options do you support for the North Harbour Stadium?

(Please select one or more options)

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

Tell us why:

Go back to the management structure prior to 2014

### Regional Fuel Tax

The government has announced the cancellation of one of the council's funding sources, the regional fuel tax (RFT), ending the scheme four years early. The council had initially budgeted for two more years of RFT to support investment in specified transport infrastructure and services, but this funding is no longer available for this LTP. As a result, the central proposal in this plan has been updated with proposed RFT funding removed and a corresponding reduction in the level of investment in transport projects. The specific projects that would be affected is still to be determined.

## Major investments

For more information on this proposal, read Part five of the consultation document

We are proposing a diversified investment fund for Auckland (the Auckland Future Fund). The key objectives of this proposal are to:

- protect the value of the council's major investments
- provide a funding source to mitigate the risk posed by climate change and other major environmental challenges, and change how we manage our insurance
- enhance cash returns to council to help pay for council services
- spread the risk of council's investments over a range of different assets in different locations
- better provide for changing community needs and continuing to deliver our strategic objectives

The proposal includes the transfer of council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares by the fund manager.

The fund may be structured as a trust (or similar structure), and would have clear rules and restrictions around what circumstances the funds can be accessed by the council in the future. This might be a Council Controlled Organisation. It would be managed by a professional fund manager(s) under a clear set of investment objectives and policies set by the council.

As the objectives for the fund would involve diversifying risk by spreading the fund across a range of investments, it is almost certain that most, if not all, of the AIAL shares would be sold over time.

We are also considering changes to the way the Port of Auckland operates, which may also result in further investment into the Auckland Future Fund (see questions 4b and 4c).

### 4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

- Proceed with the proposal  
 Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding  
 Other  I don't know

Tell us why:

Best to retain the shares + use the stakeholder position effectively. The proposed Future Fund would be prone to raiding for one-off emergencies

Auckland Council owns 100 per cent of Port of Auckland Limited (POAL), which is the company that owns and operates the Port of Auckland on the central city waterfront. POAL makes profits for Auckland returns a dividend to Auckland Council. The Port land and wharves are currently owned by POAL and are used for commercial freight and cruise ship harbour facilities. We are proposing a change to our investment in the Port.

One option is for Auckland Council group to keep underlying ownership of the port land and wharves but enter into a lease for the port operations for a period of about 35 years. The lease would be subject to a number of conditions to help progress the council's ownership objectives for the port.



This option is reflected in our central proposal and we estimate this could:

- generate an upfront payment of around \$2.1 billion, which we would then invest in the Auckland Future Fund
- lessen the rates increase for year two of the long-term plan to the proposed 3.5 per cent

Alternatively, the Port of Auckland Limited could continue to operate under the current arrangements and continue to implement their plan to deliver more profits and dividends. These planned financial returns could continue to be used to help fund council services, but as they would be lower than the cash return under the lease proposal, this would require higher rates increases or cuts to council services.

Alternatively, these financial returns from POAL (and any capital distributions from the port) could be invested into the Auckland Future Fund, noting that this would require even higher rates increases or more cuts to council services.

There is also an option to transfer Bledisloe Terminal to the council within 15 years. See question 5b.

**4b. Which option do you prefer for the future of Port of Auckland?**

- Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council
- Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund
- Other  I don't know

Tell us here: Disposing of the Port would be an act of long term economic suicide

**4c. If the council continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

- Continue to use it to fund council services  Invest in the proposed Auckland Future Fund
- Other  I don't know

Tell us here: The proposed Future Fund would be prone to raiding for one off emergencies

**4d. Do you have any feedback on any other part of the proposal?**

Including the proposal for self-insurance and implementation options for the Future Fund and possible changes to the council's shareholding in Port of Auckland Limited and to the ownership of the Port land.

For more information see Part five of this document.

Tell us here: The future fund concept is basically flawed and will be prone to being raided for one off emergencies. The ports are critical to ongoing well being and growth of Auckland.

**Port land**

**Read Part six of the consultation document for more information on this proposal.**

Whether or not the operation of the Port of Auckland is leased, some land and wharves currently used for port operations could be transferred to Auckland Council and used for something else that provides public benefit. This could include the creation of some new public spaces and/or new waterfront residential or commercial developments. Captain Cook and Marsden wharves could be transferred to council within 2-5 years provided that resource consent can be obtained for work at the Bledisloe Terminal. These works are required to allow some port operations to be moved and would cost around \$10 million, but otherwise there would be no significant impact on the operations or value of the port.

The Bledisloe Terminal site could be freed up and transferred to council for use in another way within 15 years. However, this would significantly reduce the scale of port operations in Auckland with more shipments needing to be transported into Auckland by truck or rail. It would also lower the value of the proposed port lease by an estimated \$300 million or reduce the future profits and dividends the council earns from the port. However depending on the alternative use of the site, this could provide some significant future financial benefits for the council.

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

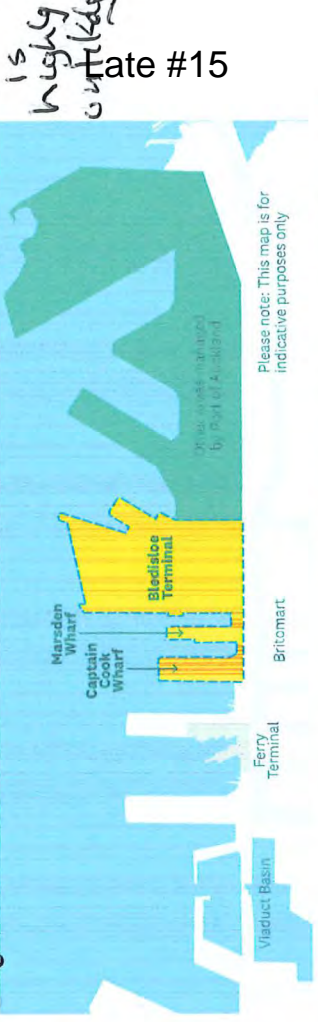
- Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.
- No change - leave Captain Cook and Marsden wharves to be managed as part of the port operations
- Other  I don't know

Tell us why: The ports are integral to the economic health of Auckland + have been since 1840 Aucklanders already have sufficient public water front bank level

**5b. What option do you prefer for Bledisloe Terminal?**

- Keep Bledisloe Terminal as a Port of Auckland operational area
- Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years
- Other  I don't know

Tell us why: the ports are integral to the economic health of Auckland. Tauranga is near capacity and moving port functions to Whangarei requires a commitment to extra port which is highly unlikely



## Changes to other rates, fees and charges

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

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

### 6a. What do you think of these proposals?

	Support	Do not support	Other	I don't know
Resume the <b>Natural Environment Targeted Rate (NETR)</b> and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Resume the <b>Water Quality Targeted Rate (WQTR)</b> and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$1740 for the average value business property.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Broaden the description of bus services funded by the <b>Climate Action Transport Targeted Rate (CATTR)</b> to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discontinue the <b>Long Term Differential Strategy</b> which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Re-introduce <b>recycling charges for schools</b> .	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Continue the planned roll out of <b>rates funded refuse collection</b> to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Introduce the <b>Franklin Local Board Paths Targeted Rate</b> of \$52 per SUP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Increase the <b>Waitākere Rural Sewerage Targeted Rate</b> from \$296.75 to \$336.60 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

We are also proposing some changes to our Revenue and Financing Policy (see page 98 in consultation document) and some changes to fees and charges (page 100 in the consultation document).

### 6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Please say which proposals:

#### Local board priorities

For more information on this proposal, read Part eleven of the consultation document. We want to hear your feedback on the proposed priorities for local board services and activities.

Find your local board on the Auckland Council website: [aucklandcouncil.govt.nz/localboardfinder](http://aucklandcouncil.govt.nz/localboardfinder)

#### 7a. Which local board area does your feedback relate to?

Orakei

#### 7b. What do you think of our proposed priorities for your local board area in 2024/2025?

- I support all priorities
- I support most priorities
- I do not support most priorities
- I do not support any priorities
- Other
- I don't know

Tell us why:

It is not clear what other priorities have been deleted. More information should have been provided.

#### Do you have any other comments?

Including Local Board Funding Policy on page 110, Council Controlled Organisation Accountability Policy on page 19.

Tell us here:

Late #15  
Although there is a great deal of information supplied much more should have been supplied and the time available for a discussion + feedback is too limited. It feels as if we were being rushed to a pre-determined outcome.



**From:** [REDACTED]  
**Sent:** Monday, 8 April 2024 12:46 pm  
**To:** AKHaveYourSay  
**Subject:** Proposed changes to rates in financial year 2024/2025

Happy with a 7.5% rate increase for 2024/25.

[REDACTED]

**Mahere ā-Pae tawhiti 2024-2034**  
Puka Whakawhiti Kōrero

# Long-term Plan 2024-2034

Consultation Document  
Feedback Form



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YOUR  
SAY**

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Drop your completed form off at your local library

**Post your completed form to:**

AK Have Your say  
Auckland Council,  
Freepost Authority 182382  
Private Bag 92300  
Auckland 1142

### Your details

**Your name and feedback will be included in public documents. All other personal details will not be made publicly available.**

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](http://aucklandcouncil.govt.nz/privacy) and at our libraries and service centres) and with the Privacy Act 2020. 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. Please familiarise yourself with this policy before submitting this form.

First name:  Last name:

Email address or postal address:

Your local board or suburb:

Is your feedback on behalf of an organisation or business? (If yes, this confirms you have authority to submit on the organisation's behalf)  Yes  No Name of organisation or business:

All remaining questions are **optional** but will help us understand which groups of the community are engaging with us.

What gender are you?

Female  Male  Another gender:

What is your age group?

Under 15  15-17  18-24  25-34  35-44  45-54  55-64  65-74  75+

Which ethnic group(s) do you belong to? (Please select as many as apply)

Pākehā/NZ European  Other European  Māori  
 Cook Islands Māori  Samoan  Tongan  
 Indian  Chinese  Southeast Asian  
 Other (please specify):

## Context: Auckland Council's long-term plan is about choices

► For more information on this proposal, read Part three of the consultation document

Our proposal for this 10-year plan balances providing a central level of service focussed on making do with what we have, while spending more where it is needed most.



The proposal includes spending to get Auckland moving. This investment is intended to make public transport faster, more reliable and easier to use.

It also includes strengthening Auckland's resilience to flooding events over 10 years (the Making Space for Water programme).

But there are alternatives. We could do more or do less than what's in our proposal.

We want to know whether Aucklanders think we should make do with what we have (see our central proposal below), plan to do more, or do less.

There are also options and trade-offs in how we fund the services proposed, such as creating an investment fund (Auckland Future Fund), that we want your feedback on.

### Pay less and get less

► Paying less to get less could limit average rates increases for residential ratepayers to as low as

- 5.5 per cent in year one
- 3.5 per cent in year two
- 3.5 per cent in year three
- no more than 1 per cent above CPI inflation thereafter.

This will require cuts to some service levels, or will slow down improvements.

**CAPEX**  
**\$33.5b**

**OPEX**  
**\$69.2b**

### Central proposal

► Under our proposal the annual rates increase for the average value residential property is set at

- 7.5 per cent in year one
- 3.5 per cent in year two
- 8.0 per cent in year three
- no more than 3.5 per cent for the years after that.

This provides a central level of service focussed on making do with what we have, while spending more where it is needed most.

**CAPEX**  
**\$39.3b**

**OPEX**  
**\$72.0b**

### Pay more and get more

► Paying more to get more could see average rates increases for residential ratepayers rise by up to

- 14 per cent in year one
- 10 per cent in year two
- 10 per cent in year three
- 5 per cent for the years after that.

This includes speeding up investment in transport services and climate resilience.

**CAPEX**  
**\$52.0b**

**OPEX**  
**\$76.5b**



**There is a lot to consider and some challenging decisions to make - so we'd like you to have your say to inform our decisions.**

**AK  
HAVE  
YOUR  
SAY**

## Overall direction for Long-term Plan

► For more information on this proposal, read pages Part four of the consultation document

### 1a. Which option do you prefer for the overall direction for council's Long-term Plan?

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

### 1b. What would you like Auckland Council to do more or less of?

(Note that while we can do less of some activities, we will still fund those things that we legally have to do)

	Do less	As proposed	Do more
<b>Transport:</b> Roads, public transport and safety improvements across the transport network	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Water:</b> Managing stormwater to minimise flooding and protect waterways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>City and local development:</b> Deliver urban regeneration and lead development of the city centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Environment and regulation:</b> Protecting and restoring our natural environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Parks and Community:</b> A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Economic and cultural development:</b> Major events funding and economic development	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Council support:</b> Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

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### 1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

*KEEP PRIVATISATION  
AT BAY*

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Note, for any other feedback, there is a space at the end of the form for other comments.



## ▶ Transport plan

▶ Read pages 32-34 of the consultation document for more information on this proposal.

Our budget proposes working with government to make progress toward an integrated transport plan for Auckland. It proposes a total capital spend of \$13.4 billion for Auckland Transport over 10 years.

This includes:

- making public transport faster, more reliable and easier to use by investing in rapid transit network actions, such as making it easier to pay and introducing capped weekly public transport passes
- network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes
- stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.

There are also options to do more, or do less (See page 34)

### Regional Fuel Tax

The government has announced the cancellation of one of the council's funding sources, the regional fuel tax (RFT), ending the scheme four years early. The council had initially budgeted for two more years of RFT to support investment in specified transport infrastructure and services, but this funding is no longer available for this LTP. As a result, the central proposal in this plan has been updated with all RFT funding removed and a corresponding reduction in the level of investment in transport projects. The specific projects that would be affected is still to be determined.

## 2. What do you think of the transport proposal?

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

Tell us why: INTERGRADED PUBLIC TRANSPORT LOW COST  
OR LONG TERM: FREE

### 2a. Is there anything you would spend more on?

HEALTH AND STATE OWN ASSETS.

### 2b. Is there anything you would spend less on?

DEFENCE.

## ▶ North Harbour stadium

▶ Further information on each option can be found on page 104 of the consultation document.

In response to future investment needs of North Harbour Stadium, we are considering options for the future of the stadium precinct.

We could keep the stadium precinct as it is now, and maintain it at a cost of \$33 million over 10 years. Or, we could redevelop the stadium precinct to better deliver for the needs of the North Shore community, funded through reallocation of this \$33 million, the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available.

Another option is to change the operational management of the stadium to ensure greater use by the community. Changes to operational management can be considered in addition to either Option 1 or Option 2.

## 3. Which options do you support for the North Harbour Stadium?

(Please select one or more options)

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

Tell us why: CHANGE IS HAPPENING TOO FAST IN NZ  
OVER THE LAST 40 YEARS OF MY CITIZENSHIP


 AK  
HAVE  
YOUR  
SAY

## ➤ Major investments

► For more information on this proposal, read Part five of the consultation document

We are proposing a diversified investment fund for Auckland (the Auckland Future Fund).

The key objectives of this proposal are to:

- protect the value of the council's major investments
- provide a funding source to mitigate the risk posed by climate change and other major environmental challenges, and change how we manage our insurance
- enhance cash returns to council to help pay for council services
- spread the risk of council's investments over a range of different assets in different locations
- better provide for changing community needs and continuing to deliver our strategic objectives

The proposal includes the transfer of council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares by the fund manager.

The fund may be structured as a trust (or similar structure), and would have clear rules and restrictions around what circumstances the funds can be accessed by the council in the future. This might be a Council Controlled Organisation. It would be managed by a professional fund manager(s) under a clear set of investment objectives and policies set by the council.

As the objectives for the fund would involve diversifying risk by spreading the fund across a range of investments, it is almost certain that most, if not all, of the AIAL shares would be sold over time.

We are also considering changes to the way the Port of Auckland operates, which may also result in further investment into the Auckland Future Fund (see questions 4b and 4c).

### 4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

- Proceed with the proposal
- Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding
- Other  I don't know

Tell us why: THERE HAS BEEN EMP TAN MUCIT ASSET  
STRIPPING IN THE PAST. ITS LONG TERM GOAL  
IS PRIVATISATION

Auckland Council owns 100 per cent of Port of Auckland Limited (POAL), which is the company that owns and operates the Port of Auckland on the central city waterfront. POAL makes profits for and returns a dividend to Auckland Council. The Port land and wharves are currently owned by POAL and are used for commercial freight and cruise ship harbour facilities. We are proposing a change to our investment in the Port.

One option is for Auckland Council group to keep underlying ownership of the port land and wharves but enter into a lease for the port operations for a period of about 35 years. The lease would be subject to a number of conditions to help progress the council's ownership objectives for the port.



This option is reflected in our central proposal and we estimate this could:

- generate an upfront payment of around \$2.1 billion, which we would then invest in the Auckland Future Fund
- lessen the rates increase for year two of the long-term plan to the proposed 3.5 per cent

Alternatively, the Port of Auckland Limited could continue to operate under the current arrangements and continue to implement their plan to deliver more profits and dividends. These planned financial returns could continue to be used to help fund council services, but as they would be lower than the cash return under the lease proposal, this would require higher rates increases or cuts to council services.

Alternatively, these financial returns from POAL (and any capital distributions from the port) could be invested into the Auckland Future Fund, noting that this would require even higher rates increases or more cuts to council services.

There is also an option to transfer Bledisloe Terminal to the council within 15 years. See question 5b.

### 4b. Which option do you prefer for the future of Port of Auckland?

- Retain underlying council ownership of port land and wharves, and **continue council group operation of the port** (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council
- Retain underlying council ownership of port land and wharves, and **lease the operation of the port** for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund
- Other  I don't know

Tell us here:

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### 4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

- Continue** to use it to fund council services  **Invest** in the proposed Auckland Future Fund
- Other  I don't know

Tell us here:

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### 4d. Do you have any feedback on any other part of the proposal?

Including the proposal for self-insurance and implementation options for the Future Fund and possible changes to the council's shareholding in Port of Auckland Limited and to the ownership of the Port land.

► **For more information** see Part five of this document.

Tell us here:

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## ▶ Port land

▶ **Read Part six of the consultation document for more information on this proposal**

Whether or not the operation of the Port of Auckland is leased, some land and wharves currently used for port operations could be transferred to Auckland Council and used for something else that provides public benefit. This could include the creation of some new public spaces and/or new waterfront residential or commercial developments. Captain Cook and Marsden wharves could be transferred to council within 2-5 years provided that resource consent can be obtained for work at the Bledisloe Terminal. These works are required to allow some port operations to be moved and would cost around \$110 million, but otherwise there would be no significant impact on the operations or value of the port.

The Bledisloe Terminal site could be freed up and transferred to council for use in another way within 15 years. However, this would significantly reduce the scale of port operations in Auckland with more shipments needing to be transported into Auckland by truck or rail. It would also lower the value of the proposed port lease by an estimated \$300 million or reduce the future profits and dividends the council earns from the port. However depending on the alternative use of the site, this could provide some significant future financial benefits for the council.

### 5a. What option do you prefer for Captain Cook and Marsden wharves?

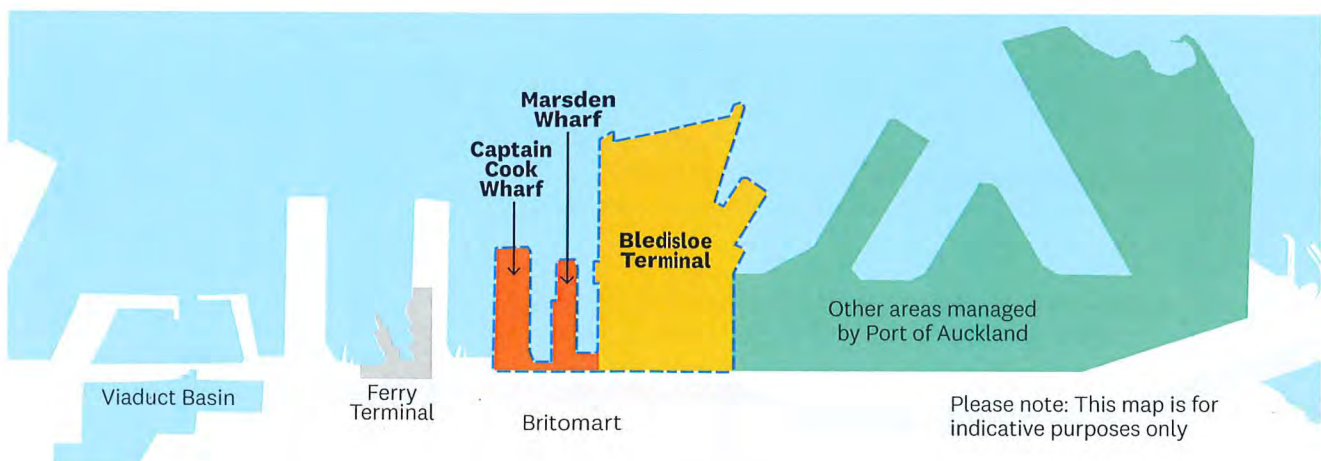
- Proceed** with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.
- No change** – leave Captain Cook and Marsden wharves to be managed as part of the port operations
- Other  I don't know

Tell us why:

### 5b. What option do you prefer for Bledisloe Terminal?

- Keep** Bledisloe Terminal as a Port of Auckland **operational area**
- Transfer** Bledisloe Terminal **to council** to be used for something else, that provides public benefit, within 15 years
- Other  I don't know

Tell us why: WE NEED A PORT AS AUCKLAND POPULATION CONTINUES TO GROW



## ► Changes to other rates, fees and charges

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

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

### 6a. What do you think of these proposals?

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

We are also proposing some changes to our Revenue and Financing Policy (see page 98 in consultation document) and some changes to fees and charges (page 100 in the consultation document).

**6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?**

Please say which proposals:

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**Local board priorities**

► For more information on this proposal, read Part eleven of the consultation document

We want to hear your feedback on the proposed priorities for local board services and activities.

► Find your local board on the Auckland Council website: [aucklandcouncil.govt.nz/localboardfinder](http://aucklandcouncil.govt.nz/localboardfinder)

**7a. Which local board area does your feedback relate to?**

*MOTEA GT BARRIER ISLAND*

**7b. What do you think of our proposed priorities for your local board area in 2024/2025?**

- I support **all** priorities
- I support **most** priorities
- I **do not** support **most** priorities
- I **do not** support **any** priorities
- Other  I don't know

Tell us why:

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**Do you have any other comments?**

Including Local Board Funding Policy on page 110, Council Controlled Organisation Accountability Policy on page 19.

Tell us here:

*REMOVE PRIVATISATION WHERE EVER POSSIBLE*

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## AK HAVE YOUR SAY

### Long-term Plan 2024-2034 Submission Form

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First and last name  \_\_\_\_\_

Email or postal address  
\_\_\_\_\_  
 \_\_\_\_\_  
\_\_\_\_\_

Local Board or suburb \_\_\_\_\_ 

<https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/Pages/find-local-board.aspx>

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The following section is optional:







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**My submission**

I wish to make the following submission to the Auckland Council Long-term Plan 2024-2034 consultation.

I am part of the sport and recreation sector in Auckland.

Our sector is critical in making Auckland a great place to be. We rely on hard working volunteers and build strong communities – Council's support is critical to enable our sector to achieve what it does.

**Do you have any other comments?**

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**Tell us here:** (add/ delete as you wish):

**I do not support** the deconstruction of North Harbour Stadium:

- I support retaining the stadium and its precinct for the use of the local community
- I support a thorough process to be undertaken in understanding what the best outcomes are the North Harbour community which may include changing the Operational Management, exploring redevelopment opportunities.

I submit that the proposed option to pay less and do less will detrimentally impact the play, active recreation and sport sector.

I submit that the Central proposal for the overall direction of Council's Long-term Plan appropriately balance rates rises with service delivery.

I submit that the Central proposal for Parks and Community will continue to provide a better outcome for the sport and recreation sector.

**I support** the following aspects of the consultation:

- I support retaining the Sport and Recreation Facilities Investment Fund and the strongly support the proposal for \$35 million of additional funding being added to the Fund.
- I propose that Council refines the criteria of the Sport and Recreation Facilities Investment Fund to make the additional funding non-contestable.
- I propose that the additional \$35 million funding is used to fund a range of community sport and recreation facilities including indoor sports facilities.
- I advocate for the retention of the Sport and Recreation Facilities Operating Grant and ask consideration for an increase to the Grant.
- I support Council seeking changes to the law relating to development contributions to enable Council to adequately recover the costs of growth and to use development contributions to fund community sport and recreation facilities.
- I support a review of costs and contractual structure for maintenance on parks and open spaces, specifically for sports fields.
- I advocate for community use of schools and that consideration given to the co-development of schools with Auckland Council to include publicly accessible sport and recreation facilities.

I specifically **support** the proposed multi-code indoor facility at the Albany Tennis Park in Oteha Valley Road. The reasons for this support are as follows:

\_\_\_\_\_ we have limited resources presently to other cities in e.g. Australia and there needs to be far more facilities to allow children and adults to stay fit and play sport which is so important for everyone's wellbeing and these would be utilised well as the current ones e.g. eventfindastadium is at capacity. I wish all my children to have these opportunities now and in the future.

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### **How to submit this form**

**Email** – Email your completed form to [akhaveyoursay@aucklandcouncil.govt.nz](mailto:akhaveyoursay@aucklandcouncil.govt.nz)

**In person** - Drop your completed form off at your local library or service centre.

**By post** - Place your completed form in an envelope and send it to freepost address:

AK Have Your say  
Auckland Council,  
Freepost Authority 182382  
Private Bag 92300  
Auckland 1142

Note: Your feedback will be included in public documents. All other personal details will remain private.

This submission can also be done online if you prefer:

<https://akhaveyoursay.aucklandcouncil.govt.nz/hub-page/long-term-plan-2024-2034>



## **Auckland Council Long Term Plan 2024-2034 – Have Your Say**

Please consider my views on this as below:-

### **Port**

I strongly oppose leasing part of the port and investing in an Auckland Future Fund. This leasing would totally compromise future possibilities for the port. As an aside, my understanding is that management of the Port has greatly improved.

It has been identified that the position of the Port in Auckland will not be viable in some 30 years. Why then would we consolidate it's position?

Transport routes to and from the port are a major factor and the impact on Auckland roads and traffic, with the large and heavy containers, must be significant, in both monetary costs and time in traffic for commuters.

There should be more public access to land currently occupied by the Port and discussions on future public use of the land should be explored. I look forward to more ideas about this.

### **Local Boards**

I don't support a reduction in local boards. I believe my Local Board (Devonport Takapuna) represents the community well. However, if the decision is made to amalgamate local boards then I believe this should be north along the coast and to one side of the motorway.

### **Community**

The stronger communities are the better they are able to serve their communities. This requires adequate resourcing. The added value volunteers make to their communities is enormous, in normal times but particularly in emergencies.

It is very important that facilities such as community houses, libraries and leisure facilities are properly resourced. This enables individuals to do the best they can for themselves to keep healthy, physically and mentally. It also helps different cultures to engage and enjoy the things – food, music, art, etc - that are special to them. This helps to unite, rather than divide, people.

### **Environmental**

Our environment needs very real attention and resources – it must be looked after as well as we can. Protecting and restoring our natural environment is a priority.

I support Restoring Takuranga Hauraki (RTH) comments regarding the targeted rate for climate action. This has funded most of their activities, including predator control, over the years. The progress they have made providing protection for our native species and for urban ngahere must continue.

I support the re-establishing of full funding of the water quality targeted rate. Making space for water is incredibly important and will make Auckland more liveable. Funding this initiative means that water going into the sea will be cleaner and we will have more green spaces, more waterways daylighted, allowing more habitat for our native plants, fish and birds.

Climate change, of course, must be considered for everything.

### **Water**

Managing storm water is a priority, for flood protection, our waterways and the ocean.

I support the re-establishing of full funding of the water quality targeted rate. Making space for water is incredibly important and will make Auckland more liveable. Funding this initiative means that water going into the sea will be cleaner and we will have more green spaces, more waterways daylighted, allowing more habitat for our native plants, fish and birds.

### **Transport**

Public Transport - buses, ferries and trains - should be managed and resourced adequately. This could be at the expense of raised pedestrian crossings, where I believe signage would often suit the purpose.

Also, I believe it is important that ferries stick to their time tables and not be cancelled when cruise ships are in port. Aucklanders' lives, and livelihoods, should not be negatively impacted because of incoming tourists.

I support more pedestrian / low car areas in Auckland central.

Working with central government to make public transport faster, easier, reliable and affordable has to be the best way of dealing with our traffic.

### **Bayswater Marina**

It is essential that realistic public access is retained at Bayswater Marina, together with viable access to the ferry service. With the increase in development and population on the Devonport peninsula, including Bayswater, this becomes even more important.

With the traffic congestion on Lake Road, any means of getting people from the Devonport Peninsula to central Auckland has to be an advantage.

Important too is that the marina operations and businesses are viable and not consumed by dwellings and associated carparks.

### **Built environment**

I believe the Auckland Unitary Plan, on which there was much consultation, gives sufficient guidance for housing development and should be the matrix for Auckland, rather than the NPS-UD,

### **Heritage**

I support heritage protection, especially 'special character' areas.

However I have one exception: I do not believe the heritage classification of the building previously owned by the Firths at Milford is appropriate. I think it was a mistake to have it identified as having heritage merit and believe access for the public walkway is more important. I really hope this impasse can be resolved and the iconic Takapuna Milford walkway can be reinstated. This walkway was used and enjoyed by thousands – it is worth keeping.

### **North Harbour Stadium**

It is very important that North Harbour Stadium be retained. The North Shore is the / one of the fastest growing communities in New Zealand. Initially the stadium was well used and supported, managed by North Harbour Stadium Trust. However, it was subsequently managed / 'vandalised' by Tataki Auckland Unlimited (TAU), a Council CCO. It is because of TAU's 'management' that it is in the condition it is now. It is important that this stadium be returned to a working condition so that it can serve, not only sporting events (including the increasing women's sporting codes) but concerts and cultural events. A change of management from TAU is a very good idea.

### **Auckland Stadium**

I am unconvinced of the need of another Stadium but, of the various options I am aware of, the 'precinct' option in the old railway station area on, I believe, Ngati Whatua land, is the best. I understand this would have multi use buldings and apartments, as well as a stadium. This seems the best idea to develop, if another stadium is considered.

### **Waste / Recycling**

I think the Food Waste bins are excellent and will prove their worth when more people get used to them. I would like to know how these work in large complexes such as apartment blocks and retirement facilities.

I support fortnightly Rubbish Collections WHEN food waste bins are available.

I do not support fully funded refuse collections. I believe 'user pays' is the best system for waste. When people pay for their rubbish to be collected but do not for food waste or recycling, the economic advantages should be clear.

### **Hauraki Gulf**

I support all measures to increase the health of the Hauraki Gulf.

### **Climate Action Transport Targeted Rate (CATTR)**

I support broadening the description of bus services funded by this. Should this also apply to train and ferry services?

### **Long Term Differential Strategy**

I support the discontinuation of this.

### **Overall I support the pay more get more model to fast track some initiatives.**

Although I am not enthusiastic about spending more, it is essential we keep up with infrastructure requirements.

This, I think, is a national dilemma and needs input from central government.

██████████

██████ ██████

28 March 2024



**AK  
HAVE  
YOUR  
SAY**

## We want your feedback

Feedback must be received by Thursday 28 March. Please read the consultation document available at [akhaveyoursay.nz/ourplan](http://akhaveyoursay.nz/ourplan) or at any library or Auckland Council service location. It has more information about the issues and choices that we want your feedback on.

We encourage you to give feedback online at [akhaveyoursay.nz](http://akhaveyoursay.nz) (where disability-accessible and different language versions are available) or you can:

**Email your completed form to:**  
[akhaveyoursay@aucklandcouncil.govt.nz](mailto:akhaveyoursay@aucklandcouncil.govt.nz)

Drop your completed form  
off at your local library

**Post your completed form to:**

AK Have Your say  
Auckland Council,  
Freepost Authority 182382  
Private Bag 92300  
Auckland 1142

### Your details

**Your name and feedback will be included in public documents. All other personal details will not be made publicly available.**

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](http://aucklandcouncil.govt.nz/privacy) and at our libraries and service centres) and with the Privacy Act 2020. 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. Please familiarise yourself with this policy before submitting this form.

First name:  Last name:

Email address or postal address:

Is your feedback on behalf of an organisation or business? (If yes, this confirms you have authority to submit on the organisation's behalf)  Yes  No Name of organisation or business:

All remaining questions are **optional** but will help us understand which groups of the community are engaging with us.

What gender are you?

Female  Male  Another gender:

What is your age group?

Under 15  15-17  18-24  25-34  35-44  45-54  55-64  65-74  75+

Which ethnic group(s) do you belong to? (Please select as many as apply)

Pākehā/NZ European  Other European  Māori  
 Cook Islands Māori  Samoan  Tongan  
 Indian  Chinese  Southeast Asian  
 Other (please specify):

# ▶ Context: Auckland Council's long-term plan is about choices

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



Our proposal for this 10-year plan balances providing a central level of service focussed on making do with what we have, while spending more where it is needed most.

The proposal includes spending to get Auckland moving. This investment is intended to make public transport faster, more reliable and easier to use.

It also includes strengthening Auckland's resilience to flooding events over 10 years (the Making Space for Water programme).

But there are alternatives. We could do more or do less than what's in our proposal.

We want to know whether Aucklanders think we should make do with what we have (see our central proposal below), plan to do more, or do less.

There are also options and trade-offs in how we fund the services proposed, such as creating an investment fund (Auckland Future Fund), that we want your feedback on.

## Pay less and get less

- ▶ Paying less to get less could limit average rates increases for residential ratepayers to as low as
    - 5.5 per cent in year one
    - 3.5 per cent in year two
    - 3.5 per cent in year three
    - no more than 1 per cent above CPI inflation thereafter.
- This will require cuts to some service levels, or will slow down improvements.

**CAPEX \$33.5b**      **OPEX \$69.2b**

## Central proposal

- ▶ Under our proposal the annual rates increase for the average value residential property is set at
    - 7.5 per cent in year one
    - 3.5 per cent in year two
    - 8.0 per cent in year three
    - no more than 3.5 per cent for the years after that.
- This provides a central level of service focussed on making do with what we have, while spending more where it is needed most.

**CAPEX \$39.3b**      **OPEX \$72.0b**

## Pay more and get more

- ▶ Paying more to get more could see average rates increases for residential ratepayers rise by up to
    - 14 per cent in year one
    - 10 per cent in year two
    - 10 per cent in year three
    - 5 per cent for the years after that.
- This includes speeding up investment in transport services and climate resilience.

**CAPEX \$52.0b**      **OPEX \$76.5b**



**There is a lot to consider and some challenging decisions to make - so we'd like you to have your say to inform our decisions.**



## ➤ Overall direction for Long-term Plan

► For more information on this proposal, read pages Part four of the consultation document

### 1a. Which option do you prefer for the overall direction for council's Long-term Plan?

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

### 1b. What would you like Auckland Council to do more or less of?

(Note that while we can do less of some activities, we will still fund those things that we legally have to do)

	Do less	As proposed	Do more
<b>Transport:</b> Roads, public transport and safety improvements across the transport network	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Water:</b> Managing stormwater to minimise flooding and protect waterways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>City and local development:</b> Deliver urban regeneration and lead development of the city centre	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Environment and regulation:</b> Protecting and restoring our natural environment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Parks and Community:</b> A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Economic and cultural development:</b> Major events funding and economic development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Council support:</b> Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### 1c. Is there anything else you would like Auckland Council to **do more of** that you would be prepared **to pay more for**?

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### 1d. Is there anything else you would like Auckland Council **to do less of** so that you could **pay less**?

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Note, for any other feedback, there is a space at the end of the form for other comments.



# ▶ Transport plan

▶ Read pages 32-34 of the consultation document for more information on this proposal.

Our budget proposes working with government to make progress toward an integrated transport plan for Auckland. It proposes a total capital spend of \$13.4 billion for Auckland Transport over 10 years.

This includes:

- making public transport faster, more reliable and easier to use by investing in rapid transit network actions, such as making it easier to pay and introducing capped weekly public transport passes
- network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes
- stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.

There are also options to do more, or do less (See page 34)

**Regional Fuel Tax**  
 The government has announced the cancellation of one of the council's funding sources, the regional fuel tax (RFT), ending the scheme four years early. The council had initially budgeted for two more years of RFT to support investment in specified transport infrastructure and services, but this funding is no longer available for this LTP. As a result, the central proposal in this plan has been updated with all RFT funding removed and a corresponding reduction in the level of investment in transport projects. The specific projects that would be affected is still to be determined.

## 2. What do you think of the transport proposal?

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

Tell us why:

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### 2a. Is there anything you would spend more on?

Ferries

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### 2b. Is there anything you would spend less on?

Raised pedestrian crossings

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# ▶ North Harbour stadium

▶ Further information on each option can be found on page 104 of the consultation document.

In response to future investment needs of North Harbour Stadium, we are considering options for the future of the stadium precinct.

We could keep the stadium precinct as it is now, and maintain it at a cost of \$33 million over 10 years. Or, we could redevelop the stadium precinct to better deliver for the needs of the North Shore community, funded through reallocation of this \$33 million, the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available.

Another option is to change the operational management of the stadium to ensure greater use by the community. Changes to operational management can be considered in addition to either Option 1 or Option 2.

## 3. Which options do you support for the North Harbour Stadium?

(Please select one or more options)

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

Tell us why:

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## Major investments

► For more information on this proposal, read **Part five of the consultation document**

We are proposing a diversified investment fund for Auckland (the Auckland Future Fund).

The key objectives of this proposal are to:

- protect the value of the council's major investments
- provide a funding source to mitigate the risk posed by climate change and other major environmental challenges, and change how we manage our insurance
- enhance cash returns to council to help pay for council services
- spread the risk of council's investments over a range of different assets in different locations
- better provide for changing community needs and continuing to deliver our strategic objectives

The proposal includes the transfer of council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares by the fund manager.

The fund may be structured as a trust (or similar structure), and would have clear rules and restrictions around what circumstances the funds can be accessed by the council in the future. This might be a Council Controlled Organisation. It would be managed by a professional fund manager(s) under a clear set of investment objectives and policies set by the council.

As the objectives for the fund would involve diversifying risk by spreading the fund across a range of investments, it is almost certain that most, if not all, of the AIAL shares would be sold over time.

We are also considering changes to the way the Port of Auckland operates, which may also result in further investment into the Auckland Future Fund (see questions 4b and 4c).

### **4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?**

**Proceed** with the proposal

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

Other

I don't know

Tell us why:

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Auckland Council owns 100 per cent of Port of Auckland Limited (POAL), which is the company that owns and operates the Port of Auckland on the central city waterfront. POAL makes profits for and returns a dividend to Auckland Council. The Port land and wharves are currently owned by POAL and are used for commercial freight and cruise ship harbour facilities. We are proposing a change to our investment in the Port.

One option is for Auckland Council group to keep underlying ownership of the port land and wharves but enter into a lease for the port operations for a period of about 35 years. The lease would be subject to a number of conditions to help progress the council's ownership objectives for the port.



This option is reflected in our central proposal and we estimate this could:

- generate an upfront payment of around \$2.1 billion, which we would then invest in the Auckland Future Fund
- lessen the rates increase for year two of the long-term plan to the proposed 3.5 per cent

Alternatively, the Port of Auckland Limited could continue to operate under the current arrangements and continue to implement their plan to deliver more profits and dividends. These planned financial returns could continue to be used to help fund council services, but as they would be lower than the cash return under the lease proposal, this would require higher rates increases or cuts to council services.

Alternatively, these financial returns from POAL (and any capital distributions from the port) could be invested into the Auckland Future Fund, noting that this would require even higher rates increases or more cuts to council services.

There is also an option to transfer Bledisloe Terminal to the council within 15 years. See question 5b.

### 4b. Which option do you prefer for the future of Port of Auckland?

- Retain underlying council ownership of port land and wharves, and **continue council group operation of the port** (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council
- Retain underlying council ownership of port land and wharves, and **lease the operation of the port** for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund
- Other  I don't know

Tell us here:

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### 4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

- Continue** to use it to fund council services  **Invest** in the proposed Auckland Future Fund
- Other  I don't know

Tell us here:

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### 4d. Do you have any feedback on any other part of the proposal?

Including the proposal for self-insurance and implementation options for the Future Fund and possible changes to the council's shareholding in Port of Auckland Limited and to the ownership of the Port land.

► **For more information** see Part five of this document.

Tell us here:

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## ▶ Port land

▶ **Read Part six of the consultation document for more information on this proposal**

Whether or not the operation of the Port of Auckland is leased, some land and wharves currently used for port operations could be transferred to Auckland Council and used for something else that provides public benefit. This could include the creation of some new public spaces and/or new waterfront residential or commercial developments.

Captain Cook and Marsden wharves could be transferred to council within 2-5 years provided that resource consent can be obtained for work at the Bledisloe Terminal. These works are required to allow some port operations to be moved and would cost around \$110 million, but otherwise there would be no significant impact on the operations or value of the port.

The Bledisloe Terminal site could be freed up and transferred to council for use in another way within 15 years. However, this would significantly reduce the scale of port operations in Auckland with more shipments needing to be transported into Auckland by truck or rail. It would also lower the value of the proposed port lease by an estimated \$300 million or reduce the future profits and dividends the council earns from the port. However depending on the alternative use of the site, this could provide some significant future financial benefits for the council.

### 5a. What option do you prefer for Captain Cook and Marsden wharves?

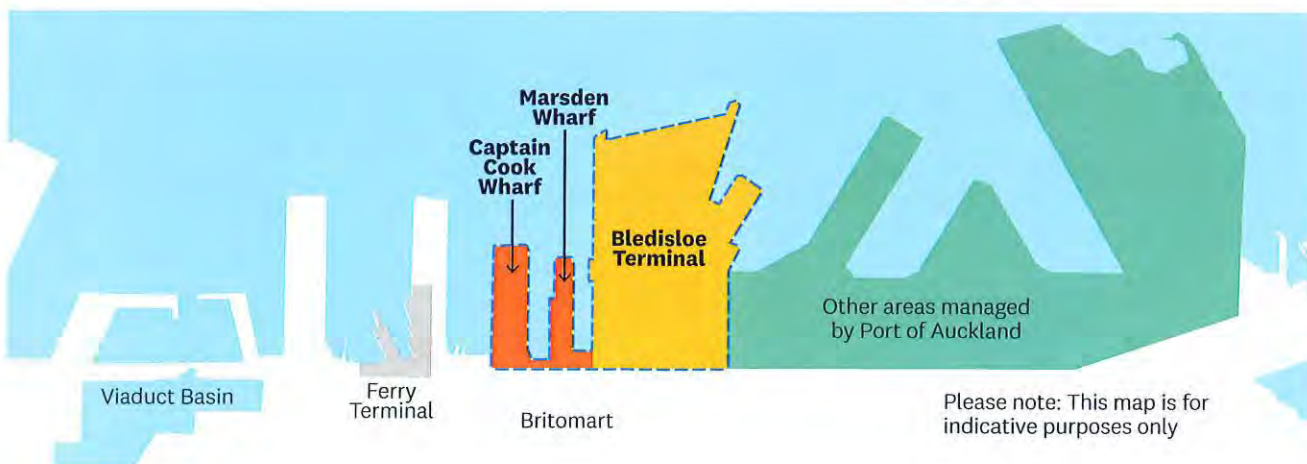
- Proceed** with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.
- No change** – leave Captain Cook and Marsden wharves to be managed as part of the port operations
- Other  I don't know

Tell us why:

### 5b. What option do you prefer for Bledisloe Terminal?

- Keep** Bledisloe Terminal as a Port of Auckland **operational area**
- Transfer** Bledisloe Terminal **to council** to be used for something else, that provides public benefit, within 15 years
- Other  I don't know

Tell us why:



## ➤ Changes to other rates, fees and charges

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

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

### 6a. What do you think of these proposals?

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

We are also proposing some changes to our Revenue and Financing Policy (see page 98 in consultation document) and some changes to fees and charges (page 100 in the consultation document).

**6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?**

Please say which proposals:

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**➤ Local board priorities**

► For more information on this proposal, read Part eleven of the consultation document

We want to hear your feedback on the proposed priorities for local board services and activities.

► Find your local board on the Auckland Council website: [aucklandcouncil.govt.nz/localboardfinder](http://aucklandcouncil.govt.nz/localboardfinder)

**7a. Which local board area does your feedback relate to?**

Howick

**7b. What do you think of our proposed priorities for your local board area in 2024/2025?**

- I support **all** priorities
- I support **most** priorities
- I **do not** support **most** priorities
- I **do not** support **any** priorities
- Other  I don't know

Tell us why:

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**➤ Do you have any other comments?**

Including Local Board Funding Policy on page 110, Council Controlled Organisation Accountability Policy on page 19.

Tell us here:

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