



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

**Written Feedback**  
**Rodney Volume #6**

April 2024



<b>Sub #</b>	<b>Organisation Name</b>	<b>Page Number</b>
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Individual submissions only

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# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23184**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#23184**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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



**#23184**



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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**



#23184



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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	





#23184



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Rodney

## Your feedback

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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23210**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#23210**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23210**



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I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

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**#23210**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#23210



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value





#23210



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
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**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?**



**#23210**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Your feedback

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#23226**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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**#23226**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#23226**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland



**#23226**



ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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**#23226**



Rates, Sensible Spending in our  
Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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**Tell us here:**



#23226



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#23226



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
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**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?**



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## Local board priorities

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Transport	
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Dear Auckland Council,

I am writing to provide feedback  
on the Mayor's proposed Long-



**#23228**



Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and



**#23228**



staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get



**#23228**



smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate





**#23228**



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**#23228**



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

**Tell us why:**

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

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**Tell us why:**



**#23228**



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Proceed with the proposal

**Tell us why:**

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**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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



#23228



Tell us why:

6a. What do you think of these proposals?

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<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	



#23228



<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23230**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the





**#23230**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#23230**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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



**#23230**



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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**



#23230



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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#23230



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23236**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#23236**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,





**#23236**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of



**#23236**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23236**



**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other



#23236



Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	



#23236



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

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



**#23236**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23253**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the





**#23253**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23253**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital



**#23253**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23253**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23253



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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#23253



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#23253**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-





**#23265**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

Staff cars, lunches, functions, unnecessary trips need to be curtailed. I've worked in the catering business for the council, I know how much you waste on



**#23265**



things like this - pack your own lunch, use your own car, zoom instead of flying wake up and help your city! Try the amazing public transport (OMG what a joke that is!)

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's



**#23265**



operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my



**#23265**



preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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Staff cars, lunches, functions, unnecessary trips need to be curtailed. I've worked in the catering business for the council, I know how much you waste on things like this - pack your own lunch, use your own car, zoom instead of flying wake up and help your city! Try the amazing public transport (OMG what a joke that is!)

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers



**#23265**



increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23265**



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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#23265



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#23265



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**





**#23265**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#23269**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#23269**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#23269**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing



**#23269**



Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and



**#23269**



unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable



**#23269**



Rates, Sensible Spending in our  
Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**





#23269



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#23269



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#23269**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23279**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#23279**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23279**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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This should include:



**#23279**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our





**#23279**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#23279



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#23279



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#23279**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23291**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#23291**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#23291**



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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

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Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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)?**





**#23291**



Proceed with the proposal

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**



#23291



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

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23291



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23311**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing



**#23311**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#23311**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing



**#23311**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

**Tell us why:**

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





**#23311**



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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**



#23311



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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#23311



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools</b> .	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23416**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#23416**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23416**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#23416**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our





**#23416**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#23416



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#23416



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#23416**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23422**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23422**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23422**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital





**#23422**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23422**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23422



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#23422



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of



**#23422**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#23426**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#23426**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending





**#23426**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#23426**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#23426**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23426**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23426



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23426



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#23429**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing





**#23429**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#23429**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#23429**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#23429**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23429**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23429



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23429



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#23439**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#23439**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#23439**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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)?**



**#23439**



Proceed with the proposal

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**



#23439



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

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23439



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



#23448



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's



**#23448**



proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for  
rate hikes – the most  
expensive of which would  
see a 38% increase over  
three years. Rates should  
be limited to inflation and  
the Council should cut its  
cloth to reflect the current  
economic circumstances  
facing Auckland  
ratepayers.

Of the three options  
presented, my preferred  
option is lowest option –  
which is still much higher  
than inflation despite it  
being deceptively labelled  
the “pay less, get less”  
option.

I strongly urge Councillors  
to explore ways of  
preventing rates increases





**#23448**



over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This



**#23448**



money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland



**#23448**



Ratepayers' Alliance and  
back their vision of  
'Reasonable Rates,  
Sensible Spending in our  
Super City!'

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

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's  
proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for  
rate hikes – the most  
expensive of which would  
see a 38% increase over  
three years. Rates should  
be limited to inflation and  
the Council should cut its  
cloth to reflect the current  
economic circumstances  
facing Auckland  
ratepayers.



**#23448**



Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address



**#23448**



concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by

Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund”



**#23448**



and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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



**#23448**



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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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



#23448



Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	





#23448



<p>Continue the planned roll out <b>of 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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23458**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#23458**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,



**#23458**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of



**#23458**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23458**



**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other



#23458



Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	





#23458



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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



**#23458**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's



**#23485**



proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for  
rate hikes – the most  
expensive of which would  
see a 38% increase over  
three years. Rates should be  
limited to inflation and the  
Council should cut its cloth  
to reflect the current  
economic circumstances  
facing Auckland ratepayers.

Of the three options  
presented, my preferred  
option is lowest option –  
which is still much higher  
than inflation despite it being  
deceptively labelled the “pay  
less, get less” option.

I strongly urge Councillors to  
explore ways of preventing  
rates increases over and  
above inflation by cutting  
back office and wasteful



**#23485**



spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.



**#23485**



- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our



**#23485**



Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being



**#23485**



deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing





**#23485**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor’s proposed “Future Fund” and the proposal to lease Auckland Port’s operations to an expert external operator while keeping the Port’s land in ratepayers’ hands and ringfencing that money to invest in



**#23485**



infrastructure so that rates  
and debt are kept down.

I endorse the submission of  
the Auckland Ratepayers'  
Alliance and back their  
vision of 'Reasonable Rates,  
Sensible Spending in our  
Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23485**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23485



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	



#23485



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback  
on the Mayor's proposed Long-



**#23489**



Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and



**#23489**



staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get





**#23489**



smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate



**#23489**



hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#23489**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#23489**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**



**#23489**



**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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



#23489



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	



#23489



<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-





**#23497**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#23497**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#23497**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#23497**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#23497**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23497**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23497



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23497



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23498**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#23498**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#23498**



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that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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)?**



**#23498**



Proceed with the proposal

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**



#23498



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

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23498



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-





**#23550**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#23550**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#23550**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#23550**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#23550**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23550**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23550



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23550



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

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

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23553**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23553**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23553**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#23553**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23553**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23553



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#23553



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	





**#23553**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#23554**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#23554**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#23554**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland



**#23554**



ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and



**#23554**



unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable



**#23554**



Rates, Sensible Spending in our  
Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**





#23554



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#23554



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#23554**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#23561**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#23561**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#23561**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#23561**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator





**#23561**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23561**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23561



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	



#23561



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23582**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23582**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23582**



Thank you

Regards

Rania Todd

Helensville

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of





**#23582**



preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations



**#23582**



to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Thank you

Regards

Rania Todd

Helensville

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

**Tell us why:**

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

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

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



**#23582**



**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**



#23582



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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	



#23582



<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23597**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#23597**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,





**#23597**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to



**#23597**



address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23597**



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

Tell us why:

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

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

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

Tell us why:

**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

Tell us why:

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

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

Tell us here:

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



#23597



Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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.	



#23597



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#23597**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#23627**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing





**#23627**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#23627**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#23627**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#23627**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#23627**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#23627



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23627



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

### Local board priorities

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

**8. Do you have any other comments?**



#23640



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#23640**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#23640**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,



**#23640**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to



**#23640**



address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23640**



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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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



#23640



Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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.	



#23640



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#23640**



## Local board priorities

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

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23642**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#23642**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

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**#23642**



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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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)?**



**#23642**



Proceed with the proposal

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**



#23642



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23642



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#23647**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#23647**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23647**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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This should include:



**#23647**



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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#23647**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#23647



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#23647



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#23647**



## Local board priorities

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

8. Do you have any other comments?





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23671**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23671**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23671**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#23671**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23671**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23671



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#23671



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of





**#23671**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23810**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#23810**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,



**#23810**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of



**#23810**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23810**



**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other



#23810



Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	





#23810



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

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



**#23810**



8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23817**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#23817**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23817**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#23817**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#23817**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**





#23817



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#23817



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#23817**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23832**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23832**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23832**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital



**#23832**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.





**#23832**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23832



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#23832



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#23832**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



#23848



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#23848**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#23848**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing



**#23848**



that money to invest in infrastructure  
so that rates and debt are kept down.

I endorse the submission of the  
Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable Rates,  
Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the  
Mayor's proposed Long-Term Plan (10-  
Year Budget).

I reject all three options for rate hikes –  
the most expensive of which would  
see a 38% increase over three years.  
Rates should be limited to inflation and  
the Council should cut its cloth to  
reflect the current economic  
circumstances facing Auckland  
ratepayers.

Of the three options presented, my  
preferred option is lowest option –





**#23848**



which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and



**#23848**



maintain transport infrastructure.  
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**



**#23848**



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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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



#23848



Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the <b>Long Term Differential Strategy</b> which gradually lowers the share of general rates paid by</p>	



#23848



businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools.</b>	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23849**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#23849**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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





**#23849**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#23849**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#23849



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#23849



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#23849**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23864**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.





**#23864**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#23864**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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)?**



**#23864**



Proceed with the proposal

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**



#23864



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

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#23864



Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23870**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23870**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’





**#23870**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#23870**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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**#23870**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23870



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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#23870



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#23870**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23888**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the





**#23888**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23888**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#23888**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23888**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23888



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#23888



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#23888**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



#23890



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#23890**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#23890**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

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capital and infrastructure investment.



**#23890**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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



**#23890**



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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**



#23890



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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#23890



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback  
on the Mayor's proposed Long-



**#23911**



Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and





**#23911**



staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get



**#23911**



smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'  
Thankyou LA Sutton

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate



**#23911**



hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#23911**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#23911**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'  
Thankyou LA Sutton

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

**Tell us why:**

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

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

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

**Tell us why:**



**#23911**



**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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



#23911



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	



#23911



<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

## Local board priorities

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

8. Do you have any other comments?





#23948



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23948**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#23948**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,



**#23948**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of



**#23948**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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



**#23948**



**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other



#23948



Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	



#23948



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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





**#23948**



8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's



**#23954**



proposed Long-Term  
Plan (10-Year Budget).

I reject all three options  
for rate hikes – the most  
expensive of which  
would see a 38%  
increase over three  
years. Rates should be  
limited to inflation and  
the Council should cut  
its cloth to reflect the  
current economic  
circumstances facing  
Auckland ratepayers.

Of the three options  
presented, my preferred  
option is lowest option –  
which is still much  
higher than inflation  
despite it being  
deceptively labelled the  
“pay less, get less”  
option.

I strongly urge



**#23954**



Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing



**#23954**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land



**#23954**



in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which



**#23954**



would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in



**#23954**



Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money





**#23954**



should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23954**



I endorse the  
submission of the  
Auckland Ratepayers'  
Alliance and back their  
vision of 'Reasonable  
Rates, Sensible  
Spending in our Super  
City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**



#23954



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

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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

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

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This



#23954



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	



**#23954**



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,



**#23955**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#23955**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease





**#23955**



Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase



**#23955**



over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an



**#23955**



independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23955**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23955



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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#23955



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#23955**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year





**#23978**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23978**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23978**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#23978**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23978**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23978



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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#23978



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#23978**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#23983**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#23983**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#23983**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#23983**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#23983**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#23983



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#23983



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	





**#23983**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#23998**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing



**#23998**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#23998**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
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**#23998**



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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

**Tell us why:**

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



**#23998**



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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**



#23998



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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	





#23998



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools</b> .	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



#24002



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#24002**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24002**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#24002**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland



**#24002**



ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and



**#24002**



unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable



Rates, Sensible Spending in our  
Super City!

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

Tell us why:

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

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

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

Tell us why:

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

Tell us why:

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

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

Tell us here:





#24002



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#24002



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#24002**



## Local board priorities

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

8. Do you have any other comments?



#24009



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24009**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#24009**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#24009**



in our Super City!

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#24009**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator





**#24009**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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



**#24009**



**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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

**Tell us why:**

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



#24009



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24009



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

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

8. Do you have any other comments?



#24054



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#24054**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24054**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's



**#24054**



operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the





**#24054**



current economic circumstances  
facing Auckland ratepayers.

Of the three options presented, my  
preferred option is lowest option –  
which is still much higher than  
inflation despite it being deceptively  
labelled the “pay less, get less”  
option.

I strongly urge Councillors to  
explore ways of preventing rates  
increases over and above inflation  
by cutting back office and wasteful  
spending, reining in Council-  
Controlled Organisations, and  
reprioritising money spent on  
operations and staffing to capital  
and infrastructure investment.

This should include:

- A hiring freeze on all non-  
essential roles until an independent  
review has been taken to address  
concerns of overstaffing and the  
salaries of council managers  
increasing much higher than those



**#24054**



the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the



**#24054**



Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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



#24054



Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#24054



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	



**#24054**



**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



#24060



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#24060**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the





**#24060**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24060**



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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital



**#24060**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#24060**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#24060



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24060



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#24060**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



#24065



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#24065**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay

less, get less” option. Where do you think pensioners are going to get this extra money from.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so



**#24065**



that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

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**#24065**



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Transport. This money should be used to fix roads and maintain transport infrastructure.

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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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

**Tell us why:**

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

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

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

**Tell us why:**



**#24065**



**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**

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

**Tell us here:**

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

**Tell us why:**

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



#24065



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>Introduce the <b>Franklin Local Board Paths Targeted Rate</b> of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#24065



increased investment in paths in the Franklin Local Board area.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



#24097



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,



**#24097**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:





**#24097**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending

in our Super City!’

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



**#24097**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#24097**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24097**



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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#24097



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24097



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24097**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's





**#24102**



proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending,



**#24102**



reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as



**#24102**



effective waste management,  
public bins, and weekly  
rubbish collection.

I also call on the Council to get  
smarter about infrastructure  
investment. I support the  
Mayor's proposed "Future  
Fund" and the proposal to  
lease Auckland Port's  
operations to an expert  
external operator while  
keeping the Port's land in  
ratepayers' hands and  
ringfencing that money to  
invest in infrastructure so that  
rates and debt are kept down.

I endorse the submission of  
the Auckland Ratepayers'  
Alliance and back their vision  
of 'Reasonable Rates,  
Sensible Spending in our  
Super City!'

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



**#24102**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to



**#24102**



explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix



**#24102**



roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our



**#24102**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#24102



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

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.	
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	





#24102



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24102**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,



**#24113**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#24113**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease



**#24113**



Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase



**#24113**



over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an



**#24113**



independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.





**#24113**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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



#24113



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

Tell us here:

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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24113



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of



**#24113**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

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

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term Plan



**#24130**



(10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24130**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing



**#24130**



that money to invest in infrastructure  
so that rates and debt are kept down.

I endorse the submission of the  
Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

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

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for rate hikes  
– the most expensive of which would  
see a 38% increase over three years.  
Rates should be limited to inflation  
and the Council should cut its cloth to  
reflect the current economic  
circumstances facing Auckland  
ratepayers.

Of the three options presented, my





**#24130**



preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money



**#24130**



should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

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



**#24130**



**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**

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

Other

**Tell us here:**



#24130



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

Tell us here:

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

Tell us why:

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

Tell us why:

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

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	



#24130



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24137**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#24137**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

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





**#24137**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#24137**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#24137**



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#24137



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

Other

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24137



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24137**



## Local board priorities

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

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

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

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

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

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's



**#24154**



proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending,





**#24154**



reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as



**#24154**



effective waste management,  
public bins, and weekly  
rubbish collection.

I also call on the Council to get  
smarter about infrastructure  
investment. I support the  
Mayor's proposed "Future  
Fund" and the proposal to  
lease Auckland Port's  
operations to an expert  
external operator while  
keeping the Port's land in  
ratepayers' hands and  
ringfencing that money to  
invest in infrastructure so that  
rates and debt are kept down.

I endorse the submission of  
the Auckland Ratepayers'  
Alliance and back their vision  
of 'Reasonable Rates,  
Sensible Spending in our  
Super City!'

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



**#24154**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to



**#24154**



explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix



**#24154**



roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our



Super City!

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

**Tell us why:**

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

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

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

**Tell us why:**

**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

**Tell us why:**

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

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

**Tell us here:**



#24154



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

Other

Tell us here:

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

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24154



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**





**#24154**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24157**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#24157**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#24157**



in our Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#24157**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#24157**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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



**#24157**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**





#24157



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24157



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#24172**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:



**#24172**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending

in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#24172**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

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**#24172**



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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24172**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**





#24172



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24172



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24172**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#24177**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#24177**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24177**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#24177**



and infrastructure investment.

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**#24177**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24177



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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#24177



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#24177**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#24184**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#24184**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24184**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital





**#24184**



and infrastructure investment.

This should include:

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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#24184**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24184



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24184



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of



**#24184**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24204



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

We live in Algies Bay Warkworth

Now considered Auckland

But we do not have the options like Swimming Pool



**#24204**



We have PotHoles & Bad Roads

We are Pensioners & The increasing rates is huge

For us We feel we don't get much for our rates now

We worked hard from 15. To 70 to achieve our home

Always paid taxes & now we have to find

More for Rates

Cut the waste that councils have been doing & Start  
running the Council Correctly

Yvonne & Gary Harrison

I am writing to provide feedback on the Mayor's  
proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most  
expensive of which would see a 38% increase over  
three years. Rates should be limited to inflation and  
the Council should cut its cloth to reflect the current  
economic circumstances facing Auckland  
ratepayers.

Of the three options presented, my preferred option  
is lowest option – which is still much higher than  
inflation despite it being deceptively labelled the  
“pay less, get less” option.

I strongly urge Councillors to explore ways of  
preventing rates increases over and above inflation



**#24204**



by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.





**#24204**



I endorse the submission of the Auckland  
Ratepayers' Alliance and back their vision of  
'Reasonable Rates, Sensible Spending in our Super  
City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

We live in Algies Bay Warkworth

Now considered Auckland

But we do not have the options like Swimming Pool

We have PotHoles & Bad Roads

We are Pensioners & The increasing rates is huge

For us We feel we don't get much for our rates now

We worked hard from 15. To 70 to achieve our home

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads



**#24204**



and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**



**#24204**



**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**



#24204



Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	



#24204



<p>Continue the planned roll out <b>of 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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24215**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing





**#24215**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#24215**



in our Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#24215**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

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**#24215**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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



**#24215**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**



#24215



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24215



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#24229**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#24229**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#24229**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#24229**



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24229



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24229



residential property by around \$6.53 and \$17.10 for the average value business property.	
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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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24229**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the

Mayor's proposed Long-Term Plan



**#24243**



(10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24243**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing



**#24243**



that money to invest in infrastructure  
so that rates and debt are kept down.

I endorse the submission of the  
Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

The charges that the council places on  
new builds is so excessive I am  
surprised the council is not gaining a  
huge amount of funds they so blatantly  
charge.

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the  
Mayor's proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for rate hikes  
– the most expensive of which would



**#24243**



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Rates should be limited to inflation  
and the Council should cut its cloth to  
reflect the current economic  
circumstances facing Auckland  
ratepayers.

Of the three options presented, my  
preferred option is lowest option –  
which is still much higher than inflation  
despite it being deceptively labelled  
the “pay less, get less” option.

I strongly urge Councillors to explore  
ways of preventing rates increases  
over and above inflation by cutting  
back office and wasteful spending,  
reining in Council-Controlled  
Organisations, and reprioritising  
money spent on operations and  
staffing to capital and infrastructure  
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- A hiring freeze on all non-essential  
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**#24243**



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I endorse the submission of the



**#24243**



Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

The charges that the council places on  
new builds is so excessive I am  
surprised the council is not gaining a  
huge amount of funds they so blatantly  
charge.

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**



**#24243**



**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**





#24243



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>Introduce the <b>Franklin Local Board Paths Targeted Rate</b> of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#24243



increased investment in paths in the Franklin Local Board area.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24248**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#24248**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#24248**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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This should include:



**#24248**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#24248**



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**





#24248



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#24248



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24248**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24290



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the

Mayor's proposed Long-Term Plan (10-Year



**#24290**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#24290**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24290**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#24290**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.





**#24290**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24290



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24290



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of



**#24290**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24306



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24306**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above

inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to

address concerns of overstaffing and the salaries of council managers increasing much

higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming

measures” (such as unnecessary speed humps) by Auckland Transport. This money should

be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public



**#24306**



bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's

proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert

external operator while keeping the Port's land in ratepayers' hands and ringfencing that

money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the "pay less, get less" option.



**#24306**



I strongly urge Councillors to explore ways of preventing rates increases over and above

inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to

address concerns of overstaffing and the salaries of council managers increasing much

higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming

measures” (such as unnecessary speed humps) by Auckland Transport. This money should

be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public

bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's

proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert

external operator while keeping the Port's land in ratepayers' hands and ringfencing that

money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of





**#24306**



'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24306



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24306



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24306**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24317**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and rubbish collection.

- Stop duplicating the work of central government e.g. leave policies re birds and reptiles to the Ministry of Primary Industries and the Department of

Conservation

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease



**#24317**



Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the

“pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council



**#24317**



managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and rubbish collection.

- Stop duplicating the work of central government e.g. leave policies re birds and reptiles to the Ministry of Primary Industries and the Department of

Conservation

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**





**#24317**



**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**



#24317



5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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</p>	



#24317



the current pay as you throw service, and consequent rates change.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24335**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#24335**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,



**#24335**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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This should include:

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**#24335**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**





**#24335**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other



#24335



Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	



#24335



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**



**#24335**



8. Do you have any other comments?



#24343



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the

Mayor's proposed Long-Term Plan (10-Year



**#24343**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#24343**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24343**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and





**#24343**



infrastructure investment.

This should include:

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**#24343**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24343



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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#24343



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#24343**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#24374**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:



**#24374**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending

in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**





**#24374**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

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**#24374**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24374**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24374



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24374



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24374**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24375**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.





**#24375**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24375**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24375



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24375



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24381**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24381**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland





**#24381**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24381**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24381



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24381



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24394



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24394**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#24394**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#24394**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**





**#24394**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#24394



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#24394



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24410**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.



**#24410**



- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.



**#24410**



Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and



**#24410**



the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**





#24410



**4b. Which option do you prefer for the future of Port of Auckland?**

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

Tell us here:

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

Tell us here:

**4d. Do you have any feedback on any other part of the proposal?**

Tell us here:

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

Tell us why:

**5b. What option do you prefer for Bledisloe Terminal?**

Tell us why:

**6a. What do you think of these proposals?**

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This



#24410



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	



**#24410**



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24444



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24444**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24444**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#24444**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24444**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**





#24444



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24444



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24453**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#24453**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#24453**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#24453**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**





#24453



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#24453



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24453**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24477**



I reject all three options for rate hikes. Any Council should be bound by its revenue, not by its ability to borrow. Rates are for the infrastructure and well-

being of the community. NOT for increasing interest payments to Banks. This council should set an example by trimming staff, wastage, duplication and

expenditure, and ALL matters should be put to the ratepayers for their approval.

Of the three options presented, mine is the fourth - cut all cloth to meet the needs of the coat.

The council must explore every creative way of preventing rates increases, whether by, above, over or under inflation. Council Controlled organisations

need to Go, and be replaced with Committees made up of Councillors with a minimum number - say nine - at any session to validate votes. Any staffing

needs to be examined with a view to an immediate 20% reduction and concrete plans for on-going reductions in pointless bureaucratic paper-shufflers.

All non-essential roles should be immediately frozen until proper reviews have taken place.

No Salary increases should go ahead, ditto.

All monies currently being wasted on such as marketing exercises, traffic calming measures (known locally as 'tank traps') should be diverted to road and

transport maintenance.

Waste, water and roads should be the absolute, immediate and on-going priorities.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,



**#24477**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes. Any Council should be bound by its revenue, not by its ability to borrow. Rates are for the infrastructure and well-

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transport maintenance.

Waste, water and roads should be the absolute, immediate and on-going priorities.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#24477**



**2. What do you think of the transport proposal?**

Tell us why:

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

Tell us why:

**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

Tell us why:

**4b. Which option do you prefer for the future of Port of Auckland?**

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

Tell us here:

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**



#24477



Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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.	





#24477



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#24477**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24481**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24481**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#24481**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24481**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24481



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	





#24481



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24485



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24485**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#24485**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#24485**



in our Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#24485**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#24485**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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



**#24485**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**





#24485



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	



#24485



Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24490



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24490**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#24490**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

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capital and infrastructure investment.



**#24490**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#24490**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#24490



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	





#24490



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24513**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above

inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to

address concerns of overstaffing and the salaries of council managers increasing much

higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming

measures” (such as unnecessary speed humps) by Auckland Transport. This money should

be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public



**#24513**



bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's

proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert

external operator while keeping the Port's land in ratepayers' hands and ringfencing that

money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

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**#24513**



I strongly urge Councillors to explore ways of preventing rates increases over and above

inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

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higher than those the private sector.

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measures” (such as unnecessary speed humps) by Auckland Transport. This money should

be used to fix roads and maintain transport infrastructure.

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bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's

proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert

external operator while keeping the Port's land in ratepayers' hands and ringfencing that

money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of



'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24513



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24513



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**





**#24513**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24523**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#24523**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations



**#24523**



to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24523



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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#24523



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#24523**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#24562**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#24562**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24562**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#24562**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#24562**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24562



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24562



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	





**#24562**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide  
feedback on the



**#24583**



Mayor's proposed  
Long-Term Plan (10-  
Year Budget).

I reject all three options  
for rate hikes – the  
most expensive of  
which would see a 38%  
increase over three  
years. Rates should be  
limited to inflation and  
the Council should cut  
its cloth to reflect the  
current economic  
circumstances facing  
Auckland ratepayers.

Of the three options  
presented, my preferred  
option is lowest option –  
which is still much  
higher than inflation  
despite it being  
deceptively labelled the  
“pay less, get less”  
option.



**#24583**



I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#24583**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport.

This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's



**#24583**



operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24583**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore



**#24583**



ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary





**#24583**



marketing exercises  
and so-called “traffic  
calming measures”  
(such as unnecessary  
speed humps) by  
Auckland Transport.

This money should be  
used to fix roads and  
maintain transport  
infrastructure.

- Focusing on providing  
core council services  
such as effective waste  
management, public  
bins, and weekly  
rubbish collection.

I also call on the  
Council to get smarter  
about infrastructure  
investment. I support  
the Mayor's proposed  
“Future Fund” and the  
proposal to lease  
Auckland Port's  
operations to an expert  
external operator while



**#24583**



keeping the Port's land  
in ratepayers' hands  
and ringfencing that  
money to invest in  
infrastructure so that  
rates and debt are kept  
down.

I endorse the  
submission of the  
Auckland Ratepayers'  
Alliance and back their  
vision of 'Reasonable  
Rates, Sensible  
Spending in our Super  
City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**



**#24583**



**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**



#24583



**5b. What option do you prefer for Bledisloe Terminal?**

Tell us why:

**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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</p>	



#24583



the current pay as you throw service, and consequent rates change.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24604



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24604**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24604**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in





**#24604**



infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option –



**#24604**



which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain



**#24604**



transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**



**#24604**



**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**



#24604



Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the <b>Long Term Differential Strategy</b> which gradually lowers the share of general rates paid by</p>	



#24604



businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools.</b>	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term Plan



**#24637**



(10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.





**#24637**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing



**#24637**



that money to invest in infrastructure  
so that rates and debt are kept down.

I endorse the submission of the  
Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for rate hikes  
– the most expensive of which would  
see a 38% increase over three years.  
Rates should be limited to inflation  
and the Council should cut its cloth to  
reflect the current economic  
circumstances facing Auckland  
ratepayers.

Of the three options presented, my



**#24637**



preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money



**#24637**



should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**



**#24637**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**



#24637



**4d. Do you have any feedback on any other part of the proposal?**

Tell us here:

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

Tell us why:

**5b. What option do you prefer for Bledisloe Terminal?**

Tell us why:

**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	



#24637



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the

Mayor's proposed Long-Term Plan





**#24641**



(10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24641**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing



**#24641**



that money to invest in infrastructure  
so that rates and debt are kept down.

I endorse the submission of the  
Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the  
Mayor's proposed Long-Term Plan  
(10-Year Budget).

I reject all three options for rate hikes  
– the most expensive of which would  
see a 38% increase over three years.  
Rates should be limited to inflation  
and the Council should cut its cloth to  
reflect the current economic  
circumstances facing Auckland  
ratepayers.

Of the three options presented, my



**#24641**



preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money



**#24641**



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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**



**#24641**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**



#24641



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	



#24641



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





#24644



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24644**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24644**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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managers increasing much higher than those the private sector.

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**#24644**



Transport. This money should be used to fix roads and maintain transport infrastructure.

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Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24644**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24644



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24644



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,





**#24657**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:



**#24657**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending

in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#24657**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#24657**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24657**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24657



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24657



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24657**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24661**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24661**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#24661**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24661**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24661



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24661



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24669



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-





**#24669**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#24669**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#24669**



in our Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#24669**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#24669**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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



**#24669**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**



#24669



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24669



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#24673**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#24673**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's



**#24673**



proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

The council has become a bloated bureaucracy with too many people and executives taking salaries at a level that is unjustifiable. They are following the role of major charities where most of the money goes on administration rather than front line services. A good example of this is the \$1.2 million salary paid to the port ceo.

I no longer donate to major Chandigarh would rather not donate to this wasteful council.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our



**#24673**



Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.



**#24673**



I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.



**#24673**



- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

The council has become a bloated bureaucracy with too many people and executives taking salaries at a level that is unjustifiable. They are following the role of major charities where most of the money goes on administration rather than front line services. A good example of this is the \$1.2 million salary paid to the port ceo.



**#24673**



I no longer donate to major Chandigarh would rather not donate to this wasteful council.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**





**#24673**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24673



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24673



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

### Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24685**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24685**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#24685**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24685**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**





#24685



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24685



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24690



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24690**



I voted for the Mayor as he proposed to cut rates and costs. But On Monday the NZ Herald reported that, while the Council was supposed to be

plugging a \$375 million budget hole, the then-CEO went on a hiring spree of 3,936 roles! 211 had salaries of over \$150,000!

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the

“pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.



**#24690**



I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I voted for the Mayor as he proposed to cut rates and costs. But On Monday the NZ Herald reported that, while the Council was supposed to be

plugging a \$375 million budget hole, the then-CEO went on a hiring spree of 3,936 roles! 211 had salaries of over \$150,000!

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the

"pay less, get less" option.



**#24690**



I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**

**Tell us why:**



**#24690**



**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**



#24690



Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the <b>Long Term Differential Strategy</b> which gradually lowers the share of general rates paid by</p>	





#24690



businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools.</b>	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24723**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers. A normal business in the same predicament has to cut costs or increase sales or productivity. Council cannot increase "sales" by simply dipping into a bottomless bucket of rates. Instead it must make draconian measures and reduce the bloated bureaucracy of highly paid staff and learn to run lean and mean like the rest of us!

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#24723**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers. A normal business in the same predicament has to cut costs or increase sales or productivity. Council cannot increase "sales" by simply dipping into a bottomless bucket of rates. Instead it must make draconian measures and reduce the bloated bureaucracy of highly paid staff and learn to run lean and mean like the rest of us!

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#24723**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24723**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24723



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24723



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#24726**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore



**#24726**



ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain



**#24726**



transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our



**#24726**



Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my



**#24726**



preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#24726**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in



**#24726**



infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**





**#24726**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24726



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24726



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback  
on the Mayor's proposed Long-



**#24731**



Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and



**#24731**



staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get



**#24731**



smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate



**#24731**



hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.





**#24731**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor’s proposed “Future Fund” and the



**#24731**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**



**#24731**



**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**



#24731



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	



#24731



<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24744**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24744**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland





**#24744**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24744**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24744



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24744



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

### Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24797**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective



**#24797**



waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest



**#24797**



option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.





**#24797**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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



#24797



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#24797



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	



**#24797**



**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24822**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#24822**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#24822**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**





**#24822**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24822



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24822



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24830



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide  
feedback on the Mayor's



**#24830**



proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending,



**#24830**



reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as



**#24830**



effective waste management,  
public bins, and weekly  
rubbish collection.

I also call on the Council to get  
smarter about infrastructure  
investment. I support the  
Mayor's proposed "Future  
Fund" and the proposal to  
lease Auckland Port's  
operations to an expert  
external operator while  
keeping the Port's land in  
ratepayers' hands and  
ringfencing that money to  
invest in infrastructure so that  
rates and debt are kept down.

I endorse the submission of  
the Auckland Ratepayers'  
Alliance and back their vision  
of 'Reasonable Rates,  
Sensible Spending in our  
Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#24830**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to





**#24830**



explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix



**#24830**



roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our



**#24830**



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24830



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#24830



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#24830**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24871**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.





**#24871**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#24871**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#24871**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#24871



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#24871



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24884



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24884**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#24884**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations





**#24884**



to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24884



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24884



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#24884**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#24902



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24902**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.



**#24902**



I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the "pay less, get less" option.



**#24902**



I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and





**#24902**



back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#24902



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#24902



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#24902**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24903



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#24903**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#24903**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#24903**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**





**#24903**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#24903



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#24903



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#24939**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#24939**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#24939**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital



**#24939**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.





**#24939**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#24939



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#24939



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#24939**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#24979**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#24979**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.
- Cease the paid for lunches, expensive trips, endless Consultation committees and Fringe benefits that are not provided in the Private Sector.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#24979**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Thank you.

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less,





**#24979**



get less" option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called "traffic calming measures" (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.



**#24979**



- Cease the paid for lunches, expensive trips, endless Consultation committees and Fringe benefits that are not provided in the Private Sector.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Thank you.

## **2. What do you think of the transport proposal?**

**Tell us why:**



**#24979**



**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**



#24979



Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the <b>Long Term Differential Strategy</b> which gradually lowers the share of general rates paid by</p>	



#24979



businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools.</b>	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#24984



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#24984**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#24984**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's





**#24984**



operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the



**#24984**



current economic circumstances  
facing Auckland ratepayers.

Of the three options presented, my  
preferred option is lowest option –  
which is still much higher than  
inflation despite it being deceptively  
labelled the “pay less, get less”  
option.

I strongly urge Councillors to  
explore ways of preventing rates  
increases over and above inflation  
by cutting back office and wasteful  
spending, reining in Council-  
Controlled Organisations, and  
reprioritising money spent on  
operations and staffing to capital  
and infrastructure investment.

This should include:

- A hiring freeze on all non-  
essential roles until an independent  
review has been taken to address  
concerns of overstaffing and the  
salaries of council managers  
increasing much higher than those



**#24984**



the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the



**#24984**



Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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



#24984



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#24984



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	



**#24984**



**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term





**#25023**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#25023**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#25023**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland



**#25023**



ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and



**#25023**



unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable



**#25023**



Rates, Sensible Spending in our  
Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25023



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#25023



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**





**#25023**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#25027**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#25027**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease



**#25027**



Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase



**#25027**



over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an



**#25027**



independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#25027**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**





#25027



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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#25027



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of



**#25027**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#25049



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25049**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above

inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to

address concerns of overstaffing and the salaries of council managers increasing much

higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming

measures” (such as unnecessary speed humps) by Auckland Transport. This money should

be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public



**#25049**



bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an

expert external operator while keeping the Port's land in ratepayers' hands and ringfencing

that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

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higher than inflation despite it being deceptively labelled the "pay less, get less" option.



**#25049**



I strongly urge Councillors to explore ways of preventing rates increases over and above

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This should include:

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that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#25049**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**





#25049



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#25049



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#25049**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#25121**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:



**#25121**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#25121**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

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capital and infrastructure investment.



**#25121**



This should include:

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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’





**#25121**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25121



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#25121



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#25121**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25160**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#25160**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,



**#25160**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to





**#25160**



address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#25160**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**



#25160



Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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.	



#25160



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#25160**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,



**#25185**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:



**#25185**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending

in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**





**#25185**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

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capital and infrastructure investment.



**#25185**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#25185**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25185



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#25185



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#25185**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#25205**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.





**#25205**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing



**#25205**



that money to invest in infrastructure  
so that rates and debt are kept down.

I endorse the submission of the  
Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable Rates,  
Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the  
Mayor's proposed Long-Term Plan (10-  
Year Budget).

I reject all three options for rate hikes –  
the most expensive of which would see  
a 38% increase over three years.

Rates should be limited to inflation and  
the Council should cut its cloth to  
reflect the current economic  
circumstances facing Auckland  
ratepayers.

Of the three options presented, my  
preferred option is lowest option –



**#25205**



which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and



**#25205**



maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**



**#25205**



**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**



#25205



Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the <b>Long Term Differential Strategy</b> which gradually lowers the share of general rates paid by</p>	



#25205



businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools.</b>	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-





**#25216**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#25216**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#25216**



in our Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#25216**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#25216**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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



**#25216**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**



#25216



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	



#25216



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council, and your leader in particular!

Wayne Brown you blatantly lied to us to get your moment of glory. Worst of all I believed it!!! so, what does that make you?



**#25244**



The lyre of all lyres!!!!

I've been around 75 years and I've seen them come and go all with their little promises. What pisses me off you had the chance to unwind some of the bad decisions made by previous governors but I beginning to believe now you are the King of all the lyres that have occupied that chair!!

P.S.

You said you would get this "Red Cone business under control!! It's gotten worse, beyond belief that whoever is driving it needs institutionalizing!!!

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates

should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing

Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to



**#25244**



capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing

and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish

collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending

in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council, and your leader in particular!



**#25244**



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**#25244**



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and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending

in our Super City!’

## **2. What do you think of the transport proposal?**



**#25244**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**



#25244



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	



#25244



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25255**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25255**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

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**#25255**



This should include:

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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25255**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25255



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25255



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#25256**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#25256**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#25256**



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I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#25256**



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**#25256**



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25256



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#25256



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**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?**



**#25256**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25287**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25287**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

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that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25287**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25287



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25287



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#25288**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25288**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#25288**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25288**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25288



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25288



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25316**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those in the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.





**#25316**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council



**#25316**



managers increasing much higher than those in the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**



**#25316**



**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**



#25316



5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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</p>	



#25316



the current pay as you throw service, and consequent rates change.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25317**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment. The fact that

\$7.4M has been spent in the last 12 months on recruiting more staff is a blatant waste of Council (ratepayers) funds when the Council is already top

heavy with bureaucrats in CCO's who are still carrying on as if monetary matters don't concern them.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.



**#25317**



I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the "pay less, get less" option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment. The fact that

\$7.4M has been spent in the last 12 months on recruiting more staff is a blatant waste of Council (ratepayers) funds when the Council is already top





**#25317**



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This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called "traffic calming measures" (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25317**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25317



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25317



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools</b> .	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#25335**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#25335**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#25335**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland





**#25335**



ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and



**#25335**



unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable



**#25335**



Rates, Sensible Spending in our  
Super City!

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25335



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#25335



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#25335**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#25355**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the





**#25355**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#25355**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital



**#25355**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#25355**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#25355



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#25355



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#25355**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#25366**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25366**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

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- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

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**#25366**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25366**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25366



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25366



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#25411**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the





**#25411**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#25411**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital



**#25411**



and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#25411**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#25411



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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#25411



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#25411**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#25412**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25412**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#25412**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25412**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25412



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25412



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback  
on the Mayor's proposed Long-



**#25424**



Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.





**#25424**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25424**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council



**#25424**



should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of



**#25424**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#25424**



I endorse the submission of the  
Auckland Ratepayers' Alliance  
and back their vision of  
'Reasonable Rates, Sensible  
Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#25424



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#25424



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#25424**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25502**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#25502**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#25502**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#25502**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#25502**



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25502



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#25502



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**





**#25502**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25521**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#25521**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations



**#25521**



to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#25521



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#25521



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#25521**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25522**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25522**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#25522**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25522**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25522



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25522



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#25532**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25532**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

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capital and infrastructure investment.



**#25532**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25532**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25532



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25532



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25542**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.





**#25542**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#25542**



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Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25542**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25542



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25542



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#25564**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#25564**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’





**#25564**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#25564**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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**#25564**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#25564



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#25564



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#25564**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25581**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.





**#25581**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Another thing Mr. Wayne Brown, I voted for you hoping to remove the previous incompetent bureaucrat.

I based this on you promise to get rid of the deadwood that are strangling the ratepayers financially with unnecessary "Consultants" etc who seem to do nothing but collect paychecks.

There should either be a few consultants OR staff who can do the job not both.

rather have a smaller number of fully employed consultants and not contract out to these greedy sloths and their hugely over inflated fees.

what happened to minimizing rates increases.

You cut services however the same amount of staff are kept on. What exactly is there function since the service cuts?

Want to save many millions a month?

Reduce the insanely ridiculous number of traffic cones being used. It boggles the mind of anyone with mediocre intelligence.

Its simply a cash grab.

Bring back a public works department and furnish it with competent people.

This would save millions if not near billions.

I understand that some promises during campaigns are pipe dreams but surely some should be kept.

Shane Germany

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#25581**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

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This should include:

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Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.



**#25581**



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Its simply a cash grab.

Bring back a public works department and furnish it with competent people.

This would save millions if not near billions.

I understand that some promises during campaigns are pipe dreams but surely some should be kept.

Shane Germany

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**



**#25581**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25581



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25581



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25596**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut

its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above

inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to

address concerns of overstaffing and the salaries of council managers increasing much

higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming

measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public

bins, and weekly rubbish collection.





**#25596**



I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the "pay less, get less" option.

I strongly urge Councillors to explore ways of preventing rates increases over and above



**#25596**



inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to

address concerns of overstaffing and the salaries of council managers increasing much

higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming

measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public

bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to

an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**



**#25596**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other



#25596



Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	



#25596



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**



**#25596**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25616**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.





**#25616**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25616**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25616



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25616



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



#25640



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25640**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25640**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

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managers increasing much higher than those the private sector.

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**#25640**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25640**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25640



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25640



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#25644



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25644**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing



**#25644**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#25644**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#25644**



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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25644**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25644



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25644



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25647**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25647**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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managers increasing much higher than those the private sector.

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Transport. This money should be used to fix roads and maintain transport infrastructure.

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Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**





**#25647**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25647



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25647



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25674**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25674**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



**#25674**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25674**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**





#25674



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25674



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25731**



I reject all three options for rate hikes. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic

circumstances facing Auckland ratepayers. I think it is totally unacceptable to be spending on "nice to haves" and instead the Council should be

concentrating on fixing the deplorable state of our infrastructure.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the

“pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector. It is my understanding that in the year after the Mayor was elected, the then CEO

hired 3,936 staff at a cost of \$7.4 million. An absolute scandal when the Council was supposed to be addressing a major deficit.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. AT's priorities are totally misplaced. They should be fixing roads and maintaining transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.



**#25731**



I also call on the Council to get smarter about infrastructure investment. I strongly support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic

circumstances facing Auckland ratepayers. I think it is totally unacceptable to be spending on "nice to haves" and instead the Council should be

concentrating on fixing the deplorable state of our infrastructure.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the

"pay less, get less" option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#25731**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector. It is my understanding that in the year after the Mayor was elected, the then CEO

hired 3,936 staff at a cost of \$7.4 million. An absolute scandal when the Council was supposed to be addressing a major deficit.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. AT's priorities are totally misplaced. They should be fixing roads and maintaining transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I strongly support the Mayor's proposed “Future Fund” and the proposal to

lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest

in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25731**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25731



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	





#25731



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Re: Feedback on the Mayor's Proposed Long-Term Plan

Sir,



**#25765**



I reject all the three rate increase options and instead implore you to cut the number of the administration staff, especially the senior ones and other

wasteful spending, including Council-Controlled Organisations (e.g. MOTATS \$2,000,000 grant, Auckland Transport, etc.), and instead focusing on core

council services instead of all the “nice to have” alternatives to show that you really are serious when you say that you wish to cut waste and the Council's

bloated bureaucracy.

A far and more acceptable increase should be based on inflation only!

I wish to voice my absolute disgust and anger to learn, that this year, instead of shedding highly paid staff, your CEO has instead hired nearly 4000

more!!!! And to learn that 211 so called new managers are to receive salaries in excess of \$150,000!!!! That is over \$30 million alone!!!!

Yes, and this is on top of \$114,000,000 spent on consultants and contractors per year!!!!

And yet, you have the audacity to even suggest that this year our rates could be increased by up to 138%. Where on earth are ordinary ratepayers

(unless they are employed by Auckland Council who just keep doling out money to their staff), supposed to find this sort of money, an extra average of

\$1371, (\$52.00 per fortnight) to pay for these 'bloated' rate increases.

Please, please bring back under control the “unnecessary Council spending and not just increasing our rates each year.

Another very hard-up ratepayer

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Re: Feedback on the Mayor's Proposed Long-Term Plan



**#25765**



Sir,

I reject all the three rate increase options and instead implore you to cut the number of the administration staff, especially the senior ones and other

wasteful spending, including Council-Controlled Organisations (e.g. MOTATS \$2,000,000 grant, Auckland Transport, etc.), and instead focusing on core

council services instead of all the “nice to have” alternatives to show that you really are serious when you say that you wish to cut waste and the Council's

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Please, please bring back under control the “unnecessary Council spending and not just increasing our rates each year.

Another very hard-up ratepayer



**#25765**



**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25765



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#25765



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?



**#25765**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25791**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25791**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#25791**



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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

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Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25791**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25791



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25791



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).





**#25829**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25829**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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This should include:

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managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#25829**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

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Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25829**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25829



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25829



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#25831**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the





**#25831**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#25831**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and



**#25831**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



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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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#25831



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#25831**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,





**#25834**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled



**#25834**



Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.



**#25834**



I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#25834**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#25834**



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**#25834**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**



**#25834**



**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**



#25834



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	





#25834



<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#25844



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25844**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.



**#25844**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!' I also

think the government should pay rates on their properties in Auckland.

Yours faithfully,

Jeanette Williams

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#25844**



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think the government should pay rates on their properties in Auckland.

Yours faithfully,

Jeanette Williams

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**



**#25844**



**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**



#25844



Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	



#25844



<p>Continue the planned roll out <b>of 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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#25882**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#25882**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external



**#25882**



operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland



**#25882**



ratepayers.

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

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**#25882**



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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable



**#25882**



Rates, Sensible Spending in our  
Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**



#25882



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	





#25882



<p>from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**



**#25882**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#25884



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25884**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25884**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

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deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.



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This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25884**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



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5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	





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Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25891**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.



**#25891**



- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,



**#25891**



I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of



**#25891**



council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**



**#25891**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other



#25891



Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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.	
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	





#25891



the bus programme (any changes to the settings of the CATTR would still require consultation).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?



**#25891**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25901**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#25901**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations



**#25901**



to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#25901



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#25901



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	





**#25901**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#25943**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is to stop raising the rates as you had promised, in other words, none of your options are saving us ratepayers any increase. That's not good.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations.

I strongly recommend Mr Brown to use your personal brain ability for goodness shake instead of hiring others to do so on your behalf. You've been elected because you had apparently some great ideas. Not because you would have hired a whole



**#25943**



bunch of people to explore ideas on our cost. Everyone one could do that, using someone else's brainpower.

The question is Mr Brown, are you an exceptional candidate or an average Joe who needs others to give him ideas and direction? We don't need an average Joe. Respectfully, you might need to reconsider your position. Are you actually qualified for the job?

Bottom line, considering you the option that you are the person for the role of saving Auckland and Aucklanders, I recommend:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called "traffic calming measures" (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.



**#25943**



- Reversing the increased cost for public transport.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.
- Stopping all the nonsensical spending on Events like the pride parade, improper entertainment and the like, that cost Aucklanders money, when in fact many Aucklanders don't even support or consider necessary, to say it politely.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Kindest regards

Sotiria

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#25943**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is to stop raising the rates as you had promised, in other words, none of your options are saving us ratepayers any increase. That's not good.

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**#25943**



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- Reversing the increased cost for public



**#25943**



transport.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.
- Stopping all the nonsensical spending on Events like the pride parade, improper entertainment and the like, that cost Aucklanders money, when in fact many Aucklanders don't even support or consider necessary, to say it politely.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Kindest regards

Sotiria

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**





**#25943**



**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**



#25943



Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	



#25943



<p>Continue the planned roll out <b>of 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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25961**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and

wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to

capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and

the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary

speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the



**#25961**



proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should

be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland

ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being

deceptively labelled the “pay less, get less” option.

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capital and infrastructure investment.



**#25961**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
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I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the

proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands

and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending

in our Super City!

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25961**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**





#25961



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#25961



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25965**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining

in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease

Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in

infrastructure so that rates and debt are kept down.



**#25965**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

Time to get Council back to Basics and Take control of the Heads of all the CCOs to stop their Dictatorial Agenda

Leo Floyd

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation

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**#25965**



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Time to get Council back to Basics and Take control of the Heads of all the CCOs to stop their Dictatorial Agenda

Leo Floyd

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**



**#25965**



**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**



#25965



5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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</p>	





#25965



the current pay as you throw service, and consequent rates change.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25972**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing



**#25972**



exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#25972**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

## **2. What do you think of the transport proposal?**

**Tell us why:**

### **2a. Is there anything you would spend more on?**



**#25972**



**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#25972



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	





#25972



We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#25993**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#25993**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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managers increasing much higher than those the private sector.

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**#25993**



Transport. This money should be used to fix roads and maintain transport infrastructure.

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that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#25993**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#25993



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#25993



Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**





# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#26011**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing



**#26011**



and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending



**#26011**



in our Super City!

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-



**#26011**



Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator



**#26011**



while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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



**#26011**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**



#26011



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	





#26011



Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on  
the Mayor's proposed Long-Term



**#26027**



Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years.

Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.



**#26027**



This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.
- No more TV advertising or other paying advertising. Be smart, use current digital social media applications. Every person have Facebook. Utilise this free option!
- Look into the services that rural towns are ACTUALLY using against



**#26027**



what residents in Auckland City is enjoying. Don't bill us for their comfort!

- Stop developing inside Auckland, we do not have the roads and infrastructure to support more condensed housing projects.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#26027**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting



**#26027**



back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.
- No more TV advertising or other



**#26027**



paying advertising. Be smart, use current digital social media applications. Every person have Facebook. Utilise this free option!

- Look into the services that rural towns are ACTUALLY using against what residents in Auckland City is enjoying. Don't bill us for their comfort!
- Stop developing inside Auckland, we do not have the roads and infrastructure to support more condensed housing projects.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the





**#26027**



Auckland Ratepayers' Alliance and  
back their vision of 'Reasonable  
Rates, Sensible Spending in our  
Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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



#26027



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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	



#26027



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	



**#26027**



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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



#26054



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#26054**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#26054**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#26054**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**





**#26054**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#26054



6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#26054



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#26073**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#26073**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland



**#26073**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#26073**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**





#26073



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#26073



Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#26145**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much



**#26145**



higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**



**#26145**



Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:



**#26145**



- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our



**#26145**



Super City!

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**





#26145



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

Resume the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 so we can continue to invest in the protection of native ecosystems and species. This increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.

Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value



#26145



residential property by around \$6.53 and \$17.10 for the average value business property.	
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).	
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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

**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?**



**#26145**



## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-



**#26148**



Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles



**#26148**



until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland



**#26148**



Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways



**#26148**



of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter





**#26148**



about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**



**#26148**



**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**



#26148



Tell us why:

**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>Introduce the <b>Franklin Local Board Paths Targeted Rate</b> of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#26148



increased investment in paths in the Franklin Local Board area.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year



**#26193**



Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the



**#26193**



salaries of council managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’



**#26193**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and





**#26193**



infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.



**#26193**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**



#26193



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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.	
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#26193



Resume the **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate from what was previously planned for the average value residential property by around \$6.53 and \$17.10 for the average value business property.

Broaden the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme (any changes to the settings of the CATTR would still require consultation).

Discontinue the **Long Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers. We also propose to raise the share businesses pay of the NETR, WQTR, and CATTR to align to the general rate.

Re-introduce **recycling charges for schools**.

Continue the planned roll out of **rates funded refuse collection** to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026, replacing the current pay as you throw service, and consequent rates change.

Introduce the **Franklin Local Board Paths Targeted Rate** of \$52 per SUIP (Separately Used or Inhabited Part) to provide increased investment in paths in the Franklin Local Board area.

Change the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.

Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of



**#26193**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#26194**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in

Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council

managers increasing much higher than those the private sector.

- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland

Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.



**#26194**



I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and

the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#26194**



Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland

Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so

that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**



**#26194**



Proceed with the proposal

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**



#26194



**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#26194



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

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?

### Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

I am writing to provide feedback on the Mayor’s proposed Long-Term Plan (10-Year Budget).



**#26208**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.
- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'



**#26208**



**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations



**#26208**



to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**





#26208



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

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#26208



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



**#26208**



around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

**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?**

## **Local board priorities**

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

REDUCE TALKERS and INCREASE WORKERS within council !!!

Consultants should be employed as needed not as PERMENANT



**#26214**



leeches on our public funds !!!!

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and



**#26214**



so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

REDUCE TALKERS and INCREASE WORKERS within council !!!

Consultants should be employed as needed not as PERMENANT leeches on our public funds !!!!

I am writing to provide feedback on the Mayor's proposed Long-



**#26214**



Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.

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This should include:

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- Focusing on providing core council services such as effective



**#26214**



waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**





**#26214**



**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

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**



#26214



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>Introduce the <b>Franklin Local Board Paths Targeted Rate</b> of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#26214



increased investment in paths in the Franklin Local Board area.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: Rodney

## Your feedback

### 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

### 1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

### 1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Dear Auckland Council,

REDUCE TALKERS and INCREASE WORKERS within council !!!

Consultants should be employed as needed not as PERMENANT



**#26237**



leeches on our public funds !!!!

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).

I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.

This should include:

- A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector.
- Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed



**#26237**



humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.

I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed "Future Fund" and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.

I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

**1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?**

Dear Auckland Council,

REDUCE TALKERS and INCREASE WORKERS within council !!!  
Consultants should be employed as needed not as PERMENANT leeches on our public funds !!!!

I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).



**#26237**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.

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**#26237**



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I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, Sensible Spending in our Super City!'

## **2. What do you think of the transport proposal?**

**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

## **3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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





**#26237**



**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

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

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

Other

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

**Tell us why:**

**5b. What option do you prefer for Bledisloe Terminal?**

**Tell us why:**

**6a. What do you think of these proposals?**



#26237



<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools.</b></p>	
<p>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.</p>	
<p>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.</p>	



#26237



<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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.</p>	

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



**#26347**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

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.

**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)?**

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

**Tell us here:**



#26347



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	



#26347



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

I am part of the sport and recreation sector in Auckland.



**#26347**



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.

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:

with basketball growing at the rate it is, children and youth need these stadiums to be able continue to learn, grow in their chosen sport. They will have the facilities to become fitter, healthier, and credible sports people. The consequences of not having these facilities available to our young people will far out weigh the costs of maintaining them





#26349



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



**#26349**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

**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)?**

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

**Tell us here:**

**4d. Do you have any feedback on any other part of the proposal?**

**Tell us here:**



#26349



5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#26349



Re-introduce <b>recycling charges for schools.</b>	
Continue the planned roll out <b>of 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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

I am part of the sport and recreation sector in Auckland. Our sector plays a critical role in making Auckland a great place to be now and in the future. We rely on hard working volunteers and build strong communities - Council's support is critical to enable our sector to achieve what it does.

Auckland Council is the major provider of our city's sport and recreational facilities, and your continued support and investment in this growing sport would be greatly



**#26349**



appreciated. Auckland Council's commitment to the sector has provided a number of positive outcomes across the region for a more inclusive range of codes, demographics, cultures, ages and abilities. I therefore wish to acknowledge the contributions which Auckland Council has made towards the sport and recreation sector.

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.



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



**#26361**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

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.

**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)?**

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

**Tell us here:**



#26361



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	





#26361



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

I am part of the sport and recreation sector in Auckland.



**#26361**



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.

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, but not limited to, 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



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?



**#26362**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

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.

**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)?**

**Tell us why:**

**4b. Which option do you prefer for the future of Port of Auckland?**

**Tell us here:**

**4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?**

**Tell us here:**



#26362



**4d. Do you have any feedback on any other part of the proposal?**

Tell us here:

**5a. What option do you prefer for Captain Cook and Marsden wharves?**

Tell us why:

**5b. What option do you prefer for Bledisloe Terminal?**

Tell us why:

**6a. What do you think of these proposals?**

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	



#26362



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.	
Re-introduce <b>recycling charges for schools</b> .	
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.	
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.	
Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
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.	

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?

## Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

I am part of the sport and recreation sector in Auckland.



**#26362**



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.

Access to sport facilities is paramount for a healthy and purposeful future for our kids.

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.



# Long-term Plan 2024-2034

Note: this simplified 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):

Local Board: Rodney

## Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

2. What do you think of the transport proposal?





**#26378**



**Tell us why:**

**2a. Is there anything you would spend more on?**

**2b. Is there anything you would spend less on?**

**3. Which options do you support for the North Harbour Stadium?**

**Tell us why:**

Local sporting organisations, community clubs and supporters being able to use the stadium is a huge opportunity for athletes, supporters and younger kids to play in a facility that is top quality.

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.

The NH Stadium offers the people of North Auckland (including Nor'west) the opportunity to play, work and support their teams, family and friends whilst providing a top class facility within the North Auckland region. Once labelled a 'White Elephant' the stadium has the opportunity to be the home and hub for major sporting teams/organisations as well as supporting local sporting clubs in Rugby, Soccer, AFL, Rugby League and more if developed appropriately. The infrastructure to Albany Busway and subsequently the Westfield Mall, Hotels and stadium offers the council the opportunity to invest and develop the stadium and its grounds to providing a genuine alternative venue to some of the harder to get to venues (Eden Park & Mt Smart) along with the potential to have athlete quality facilities that are the envy of many not just locally in Auckland but across NZ and the world

**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)?**



#26378



Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

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	
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#26378



<p>around \$20.04 and \$152.71 for the average value business property.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce <b>recycling charges for schools</b>.</p>	
<p>Continue the planned roll out <b>of 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.</p>	
<p>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.</p>	
<p>Change the <b>Rodney Drainage Districts Targeted Rate</b> to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the <b>Waitākere Rural Sewerage Targeted Rate</b> from \$296.75 to \$336.80 (per year) for the 2024/2025,</p>	



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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.

**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?**

## Local board priorities

**7a. Which local board area does your feedback relate to?**

**8. Do you have any other comments?**

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, but not limited to, 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 a review of costs and contractual structure for maintenance on parks and open spaces, specifically for sports fields.



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- 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