



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

**Written Feedback**

**Local Board Not Supplied Volume #12**

April 2024



Sub #	Organisation Name	Page Number
26386	JKS Northshore	1098

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#25948



# 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: I don't know

## 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).



**#25948**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#25948**



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?**

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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?**

**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)?**



**#25948**



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:**



#25948



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>	





#25948



<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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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



**#25951**



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.



**#25951**



This 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



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operator while 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?**

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Rates, Sensible Spending in our  
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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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**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:**





#25951



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>	



#25951



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<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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<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?**



**#25951**



## Local board priorities

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

8. Do you have any other comments?



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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



**#25953**



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!’



**#25953**



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

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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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**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:**

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#25953



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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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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#25953



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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).

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**#25953**



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**#25954**



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<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>	



#25954



<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: I don't know

## 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).



**#25955**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#25955**



exercises and so-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).



**#25955**



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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?**





**#25955**



**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:**



#25955



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>	



#25955



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: I don't know

## 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).



**#25957**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#25957**



higher 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?**



**#25957**



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:



**#25957**



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





**#25957**



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:**



#25957



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



#25957



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?**



**#25957**



## 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: I don't know

## 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-



**#25959**



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



**#25959**



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



**#25959**



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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**#25959**



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

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**#25959**



while 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



**#25959**



**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?**



#25959



<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>	



#25959



<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: I don't know

## 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



**#25963**



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



**#25963**



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 (yes weekly) 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!’





**#25963**



**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



**#25963**



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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**#25963**



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:**



#25963



**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 increases rates for the average value residential property by



#25963



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 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,	



**#25963**



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: I don't know

## 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).



**#25964**



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

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

Auckland ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.





**#25964**



I also call on the Council to get smarter about 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.

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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



**#25964**



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

This should include:

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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.

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proposal to lease Auckland Port's operations to an expert external operator while 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?**



**#25964**



**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:**



#25964



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>	



#25964



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

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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



**#25966**



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



**#25966**



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!’





**#25966**



**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



**#25966**



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.



**#25966**



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?**



#25966



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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#25966



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



**#25966**



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: I don't know

## 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 dismayed that the Council is considering hiking Rates beyond the inflation percentage



**#25973**



I strongly urge Councillors to support the Mayor in exploring ways of preventing rates increases over and 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.

In particular this 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.

Regards Anthony

**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 dismayed that the Council is considering hiking Rates beyond the inflation percentage

I strongly urge Councillors to support the Mayor in exploring ways of preventing rates increases over and 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





**#25973**



investment.

In particular this 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.

Regards Anthony

## **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:**



**#25973**



**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?**



#25973



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>	



#25973



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: I don't know

## 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).



**#25975**



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

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

Auckland ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#25975**



I also call on the Council to get smarter about 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



**#25975**



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?**





**#25975**



**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:**



#25975



**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>	



#25975



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: I don't know

## 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).



**#25976**



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

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#25976**



bins, and weekly 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.



**#25976**



I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#25976**



'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:**





#25976



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>	



#25976



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?**



**#25976**



## 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: I don't know

## 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).



**#25978**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#25978**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#25978**



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



**#25978**



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?**





**#25978**



**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



#25978



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	



#25978



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?**



**#25978**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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-



**#25986**



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



**#25986**



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



**#25986**



smarter about 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





**#25986**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#25986**



This 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



**#25986**



proposal to lease Auckland Port's operations to an expert external operator while 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:**



**#25986**



**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?**



#25986



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>	



#25986



<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: I don't know

## 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).



**#25988**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.





**#25988**



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



**#25988**



Transport. This money should be used 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)?**



**#25988**



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:**



#25988



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>	



#25988



<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?



#26000



# 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: I don't know

## 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).



**#26000**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26000**



exercises and so-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).





**#26000**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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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**#26000**



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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?**



**#26000**



**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:**



#26000



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>	



#26000



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: I don't know

## 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).



**#26001**



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

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

Auckland ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26001**



I also call on the Council to get smarter about 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





**#26001**



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?**



**#26001**



**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:**



#26001



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>	



#26001



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?



#26002



# 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: I don't know

## 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).



**#26002**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26002**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26002**



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





**#26002**



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?**



**#26002**



**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



#26002



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	



#26002



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?**



**#26002**



8. Do you have any other comments?



#26004



# 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: I don't know

## 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



**#26004**



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



**#26004**



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!’





**#26004**



**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



**#26004**



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.



**#26004**



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?**



#26004



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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#26004



<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>	



**#26004**



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?**



#26005



# 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: I don't know

## 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).



**#26005**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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





**#26005**



exercises and so-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).



**#26005**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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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**#26005**



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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?**



**#26005**



**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:**



#26005



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>	



#26005



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: I don't know

## 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).



**#26012**



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

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

ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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





**#26012**



proposal to lease Auckland Port's operations to an expert external operator while 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.

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

capital and infrastructure investment.



**#26012**



This should include:

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- Pausing expensive and unnecessary marketing exercises and so-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?**



**#26012**



**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:**



#26012



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>	



#26012



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: I don't know

## 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).



**#26013**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26013**



higher 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?**





**#26013**



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:



**#26013**



- 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



**#26013**



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:**



#26013



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



#26013



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?



**#26013**



## 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: I don't know

## 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).



**#26015**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.





**#26015**



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



**#26015**



Transport. This money should be used 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)?**



**#26015**



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:**



#26015



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>	



#26015



<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: I don't know

## 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).



**#26017**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26017**



exercises and so-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).





**#26017**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26017**



exercises and so-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?**



**#26017**



**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:**



#26017



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>	



#26017



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: I don't know

## 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



**#26019**



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



**#26019**



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!’





**#26019**



**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



**#26019**



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.



**#26019**



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?**



#26019



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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#26019



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



**#26019**



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?**



#26020



# 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: I don't know

## 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).



**#26020**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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!'





**#26020**



**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



**#26020**



to an expert external operator while 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?**



#26020



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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#26020



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



**#26020**



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: I don't know

## 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).



**#26021**



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

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

ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26021**



proposal to lease Auckland Port's operations to an expert external operator while 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.





**#26021**



This 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?**



**#26021**



**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:**



#26021



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>	



#26021



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: I don't know

## 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).



**#26023**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26023**



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



**#26023**



Transport. This money should be used 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)?**





**#26023**



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:**



#26023



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>	



#26023



<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: I don't know

## 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).



**#26026**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26026**



exercises and so-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).



**#26026**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26026**



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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?**





**#26026**



**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:**



#26026



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>	



#26026



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: I don't know

## 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-



**#26028**



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



**#26028**



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



**#26028**



smarter about 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



**#26028**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.





**#26028**



This 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



**#26028**



proposal to lease Auckland Port's operations to an expert external operator while 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:**



**#26028**



**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?**



#26028



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>	



#26028



<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?



#26030



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26030**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26030**



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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**#26030**



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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)?**



**#26030**



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:**



#26030



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>	



#26030



<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: I don't know

## 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



**#26033**



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



**#26033**



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!’



**#26033**



**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





**#26033**



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.



**#26033**



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?**



#26033



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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#26033



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



**#26033**



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?**



#26034



# 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: I don't know

## 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-



**#26034**



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



**#26034**



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





**#26034**



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



**#26034**



of preventing rates increases over and 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



**#26034**



about 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:**



**#26034**



**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?**



#26034



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>	



#26034



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: I don't know

## 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-



**#26037**



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





**#26037**



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



**#26037**



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-



**#26037**



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



**#26037**



while 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



**#26037**



**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?**



#26037



<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>	



#26037



<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: I don't know

## 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





**#26038**



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.



**#26038**



This 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



**#26038**



operator while 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



**#26038**



ratepayers.

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26038**



unnecessary marketing exercises and so-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



**#26038**



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:**



#26038



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	



#26038



<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?**





**#26038**



## Local board priorities

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

8. Do you have any other comments?



#26040



# 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: I don't know

## 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).



**#26040**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26040**



I also call on the Council to get smarter about 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.



**#26040**



I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26040**



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:**



#26040



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	



#26040



<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?**





**#26040**



## 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: I don't know

## 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).



**#26041**



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

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

ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26041**



proposal to lease Auckland Port's operations to an expert external operator while 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.

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

capital and infrastructure investment.



**#26041**



This 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?**



**#26041**



**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:**



#26041



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>	



#26041



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?





#26042



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26042**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26042**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26042**



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



**#26042**



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?**



**#26042**



**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



#26042



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	



#26042



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?





**#26042**



8. Do you have any other comments?



#26047



# 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: I don't know

## 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



**#26047**



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



**#26047**



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!’



**#26047**



**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



**#26047**



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.



**#26047**



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?**



#26047



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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#26047



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



**#26047**



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?**



#26048



# 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: I don't know

## 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).



**#26048**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26048**



waste management, public bins, and weekly 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



**#26048**



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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26048**



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



#26048



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	





#26048



<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>	



**#26048**



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?



#26049



# 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: I don't know

## 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-



**#26049**



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



**#26049**



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



**#26049**



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



**#26049**



ways of preventing rates increases over and 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



**#26049**



about 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:**





**#26049**



**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?**



#26049



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>	



#26049



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: I don't know

## 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



**#26051**



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



**#26051**



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!’



**#26051**



**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



**#26051**



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.





**#26051**



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?**



#26051



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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#26051



<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>	



**#26051**



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: I don't know

## 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,



**#26052**



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



**#26052**



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



**#26052**



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).





**#26052**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26052**



This 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



**#26052**



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



**#26052**



**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?**



#26052



<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>	



#26052



<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: I don't know

## 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



**#26056**



(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.





**#26056**



This 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



**#26056**



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!'

Personal note, I am a migrant now a  
NZ citizen. I did not leave my native  
country to be a slave to another  
country. I wanted better opportunities  
for my children and sadly this is not  
happening here. I did not sign up to  
work to give ALL my hard-earned  
money to city projects. I DID NOT  
MIGRATE TO BECOME POOR.

**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).



**#26056**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26056**



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.



**#26056**



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

Personal note, I am a migrant now a NZ citizen. I did not leave my native country to be a slave to another country. I wanted better opportunities for my children and sadly this is not happening here. I did not sign up to work to give ALL my hard-earned money to city projects. I DID NOT MIGRATE TO BECOME POOR.

**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?**



**#26056**



**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:**



#26056



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>	



#26056



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: I don't know

## 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



**#26061**



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



**#26061**



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!’



**#26061**



**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



**#26061**



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.



**#26061**



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?**



#26061



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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#26061



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





**#26061**



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?**



#26063



# 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: I don't know

## 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).



**#26063**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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”



**#26063**



(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).

I reject all three options for rate hikes – the most



**#26063**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26063**



maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly 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?**



**#26063**



**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:**



#26063



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>	





#26063



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?



#26065



# 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: I don't know

## 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



**#26065**



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.



**#26065**



This 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



**#26065**



operator while 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



**#26065**



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Of the three options presented, 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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**#26065**



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



**#26065**



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:**





#26065



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>	



#26065



<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?**



**#26065**



## 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: I don't know

## 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



**#26067**



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,



**#26067**



get less” option.

I strongly urge  
Councillors to explore  
ways of preventing  
rates increases over  
and 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



**#26067**



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



**#26067**



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,





**#26067**



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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**#26067**



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**#26067**



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



**#26067**



about 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?**



**#26067**



**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



#26067



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	



#26067



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?**



**#26067**



8. Do you have any other comments?





#26068



# 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: I don't know

## 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).



**#26068**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26068**



I also call on the Council to get smarter about 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.



**#26068**



I strongly urge Councillors to explore ways of preventing rates increases over and 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.
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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



**#26068**



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:**



#26068



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>	



#26068



<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?**



**#26068**



## 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: I don't know

## 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).



**#26069**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26069**



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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**#26069**



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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)?**



**#26069**



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:**



#26069



**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>	



#26069



<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?**



#26070



# 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: I don't know

## 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).





**#26070**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26070**



exercises and so-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).



**#26070**



I reject all three options for rate hikes – the most expensive of which would see a 38% increase over 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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**#26070**



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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?**



**#26070**



**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:**



#26070



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>	



#26070



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: I don't know

## 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).





**#26071**



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

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

Of the three options presented, 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.



**#26071**



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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**#26071**



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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)?**



**#26071**



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:**



#26071



**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>	



#26071



<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: I don't know

## 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



**#26077**



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





**#26077**



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.



**#26077**



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



**#26077**



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



**#26077**



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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:

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**#26077**



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**#26077**



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



**#26077**



**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?**



#26077



<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>	





#26077



<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: I don't know

## 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-



**#26085**



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



**#26085**



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



**#26085**



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



**#26085**



of preventing rates increases over and 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



**#26085**



about 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:**



**#26085**



**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?**





#26085



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>	



#26085



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?



#26088



# 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: I don't know

## 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



**#26088**



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



**#26088**



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.



**#26088**



- Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.
- Sale of all libraries to private enterprise. If they dont sell, sell all library properties.
- Sale of all swimming facilities to private enterprise

I also call on the Council to get smarter about 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.



**#26088**



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.



**#26088**



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

I strongly urge Councillors to explore ways of preventing rates increases over and 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





**#26088**



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.

- Sale of all libraries to private enterprise. If they dont sell, sell all library properties.

- Sale of all swimming facilities to private enterprise



**#26088**



I also call on the Council to get smarter about 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:**



**#26088**



**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?**



#26088



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>	



#26088



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?



#26090



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26090**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26090**



exercises and so-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).





**#26090**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26090**



exercises and so-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?**



**#26090**



**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:**



#26090



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>	



#26090



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: I don't know

## 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-



**#26091**



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.



**#26091**



This 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





**#26091**



infrastructure so that rates and debt are kept down.

Speed bumps and raised pedestrian crossings can damage road vehicles, particularly electric vehicles with underslung traction batteries. The installation of these oill-thought-through devices must be stopped and existing ones removed.

The Super City Council needs a severe downsizing and it's attitude should be one of securing reductions in spending and hence a reduction in the rates.

I endorse the submission [plus my additions] of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, tight 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



**#26091**



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.



**#26091**



This 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



**#26091**



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

Speed bumps and raised pedestrian crossings can damage road vehicles, particularly electric vehicles with underslung traction batteries. The installation of these ill-thought-through devices must be stopped and existing ones removed.

The Super City Council needs a severe downsizing and it's attitude should be one of securing reductions in spending and hence a reduction in the rates.

I endorse the submission [plus my additions] of the Auckland Ratepayers' Alliance and back their vision of 'Reasonable Rates, tight Spending in our Super City!'

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

**Tell us why:**



**#26091**



**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:**



#26091



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>	



#26091



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: I don't know

## 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).





**#26093**



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

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

Auckland ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26093**



I also call on the Council to get smarter about 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.

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being deceptively labelled the "pay less, get less" option.

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



**#26093**



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

This should include:

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

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

infrastructure.

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collection.

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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?**



**#26093**



**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



#26093



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	



#26093



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?**



**#26093**



8. Do you have any other comments?



#26096



# 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: I don't know

## 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-





**#26096**



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



**#26096**



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



**#26096**



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-



**#26096**



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



**#26096**



while 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



**#26096**



**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?**



#26096



<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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<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>	
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<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>	
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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>	
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<p>Re-introduce <b>recycling charges for schools.</b></p>	
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<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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<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>	
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#26096



<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?**





#26099



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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-



**#26099**



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



**#26099**



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



**#26099**



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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**#26099**



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**#26099**



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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



**#26099**



**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?**



#26099



<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>	





#26099



<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: I don't know

## 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).



**#26101**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26101**



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



**#26101**



Transport. This money should be used 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)?**



**#26101**



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:**



#26101



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>	



#26101



<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: I don't know

## 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).



**#26102**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26102**



higher 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?**



**#26102**



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:



**#26102**



- 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



**#26102**



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:**



#26102



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>	



#26102



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?





**#26102**



## 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: I don't know

## 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).



**#26103**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26103**



higher 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?**



**#26103**



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:



**#26103**



- 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



**#26103**



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:**



#26103



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





#26103



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?



**#26103**



## 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: I don't know

## 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



**#26108**



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



**#26108**



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!’



**#26108**



**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



**#26108**



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.



**#26108**



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?**





#26108



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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#26108



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



**#26108**



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: I don't know

## 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-



**#26109**



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.



**#26109**



This 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



**#26109**



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 –



**#26109**



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

I strongly urge Councillors to explore ways of preventing rates increases over and 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





**#26109**



maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly 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:**



**#26109**



**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?**



#26109



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>	



#26109



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: I don't know

## 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-



**#26112**



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



**#26112**



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 and scrapping those stupid little food bins.



**#26112**



I also call on the Council to get smarter about 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).





**#26112**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26112**



This 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 and scrapping those stupid little food bins.

I also call on the Council to get smarter about infrastructure



**#26112**



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?**



**#26112**



**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:**



#26112



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>	



#26112



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: I don't know

## 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



**#26114**



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.





**#26114**



This 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



**#26114**



operator while 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



**#26114**



ratepayers.

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26114**



unnecessary marketing exercises and so-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



**#26114**



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:**



#26114



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>	



#26114



<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?**



**#26114**



## 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: I don't know

## 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).



**#26116**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26116**



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



**#26116**



Transport. This money should be used 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)?**



**#26116**



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:**



#26116



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>	



#26116



<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: I don't know

## 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-





**#26118**



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



**#26118**



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



**#26118**



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-



**#26118**



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



**#26118**



while 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



**#26118**



**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?**



#26118



<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>	



#26118



<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: I don't know

## 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).



**#26124**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26124**



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



**#26124**



Transport. This money should be used 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)?**



**#26124**



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:**



#26124



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>	



#26124



<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: I don't know

## 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





**#26125**



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.



**#26125**



This 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



**#26125**



operations to an expert external operator while 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



**#26125**



economic circumstances facing Auckland ratepayers.

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26125**



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



**#26125**



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



#26125



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	



#26125



<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>	





**#26125**



**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: I don't know

## 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-



**#26128**



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



**#26128**



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



**#26128**



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-



**#26128**



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



**#26128**



while 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



**#26128**



**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?**





#26128



<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>	



#26128



<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: I don't know

## 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-



**#26132**



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



**#26132**



and the inflated 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. Not adding to the costs people have to endure to have their weekly waste collected, on top of costs already paid with rates.

I also call on the Council to get smarter about 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.



**#26132**



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



**#26132**



of preventing rates increases over and 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 inflated 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. Not adding to the costs people have to endure to have their weekly waste collected, on top of costs already paid with rates.



**#26132**



I also call on the Council to get smarter about 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?**





**#26132**



**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:**



#26132



**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>	



#26132



<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: I don't know

## 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



**#26134**



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



**#26134**



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!’



**#26134**



**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



**#26134**



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.





**#26134**



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?**



#26134



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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#26134



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



**#26134**



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: I don't know

## 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).



**#26135**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26135**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26135**



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





**#26135**



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!’



**#26135**



**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?**



#26135



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.	



#26135



<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?



**#26135**



## 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: I don't know

## 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).



**#26136**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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!'



**#26136**



**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





**#26136**



to an expert external operator while 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?**



#26136



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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#26136



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



**#26136**



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: I don't know

## 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).



**#26137**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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!'



**#26137**



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



**#26137**



to an expert external operator while 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?**





#26137



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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#26137



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



**#26137**



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: I don't know

## 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-



**#26139**



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



**#26139**



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



**#26139**



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-



**#26139**



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





**#26139**



while 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



**#26139**



**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?**



#26139



<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>	



#26139



<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: I don't know

## 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).



**#26140**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26140**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26140**



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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**#26140**



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?**



**#26140**



**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



#26140



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	



#26140



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?



**#26140**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26143**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26143**



- Pausing expensive and unnecessary marketing exercises and so-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,





**#26143**



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



**#26143**



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?**



**#26143**



**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



#26143



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	



#26143



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?



**#26143**



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: I don't know

## 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



**#26144**



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





**#26144**



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!’



**#26144**



**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



**#26144**



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.



**#26144**



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?**



#26144



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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#26144



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



**#26144**



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: I don't know

## 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).





**#26146**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26146**



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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**#26146**



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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)?**



**#26146**



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:**



#26146



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>	



#26146



<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: I don't know

## 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



**#26151**



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





**#26151**



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!’



**#26151**



**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



**#26151**



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.



**#26151**



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?**



#26151



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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#26151



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



**#26151**



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: I don't know

## 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





**#26158**



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



**#26158**



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!’



**#26158**



**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



**#26158**



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.



**#26158**



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?**



#26158



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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#26158



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



**#26158**



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: I don't know

## 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).



**#26159**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26159**



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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**#26159**



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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)?**



**#26159**



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:**



#26159



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>	



#26159



<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: I don't know

## 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).





**#26160**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26160**



exercises and so-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).



**#26160**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26160**



exercises and so-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?**



**#26160**



**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:**



#26160



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>	



#26160



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: I don't know

## 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-





**#26163**



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



**#26163**



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



**#26163**



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-



**#26163**



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



**#26163**



while 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



**#26163**



**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?**



#26163



<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>	



#26163



<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: I don't know

## 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).



**#26164**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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”



**#26164**



(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).

I reject all three options for rate hikes – the most



**#26164**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26164**



maintain transport infrastructure.

- Focusing on providing core council services such as effective waste management, public bins, and weekly 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?**



**#26164**



**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:**



#26164



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>	



#26164



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: I don't know

## 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).



**#26165**



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

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

ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26165**



proposal to lease Auckland Port's operations to an expert external operator while 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.

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capital and infrastructure investment.



**#26165**



This 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?**



**#26165**



**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:**



#26165



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>	



#26165



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: I don't know

## 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).





**#26175**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26175**



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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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



**#26175**



Transport. This money should be used 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)?**



**#26175**



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:**



#26175



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>	



#26175



<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: I don't know

## 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).



**#26179**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.





**#26179**



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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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



**#26179**



Transport. This money should be used 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)?**



**#26179**



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:**



#26179



**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>	



#26179



<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: I don't know

## 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).



**#26181**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26181**



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





**#26181**



Transport. This money should be used 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)?**



**#26181**



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:**



#26181



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>	



#26181



<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: I don't know

## 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).



**#26182**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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!'



**#26182**



**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



**#26182**



to an expert external operator while 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?**





#26182



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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#26182



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



**#26182**



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: I don't know

## 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



**#26184**



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.



**#26184**



This 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



**#26184**



operator while 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



**#26184**



ratepayers.

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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





**#26184**



unnecessary marketing exercises and so-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



**#26184**



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:**



#26184



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	



#26184



<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?**



**#26184**



## 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: I don't know

## 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,



**#26186**



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:



**#26186**



- 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





**#26186**



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.



**#26186**



I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26186**



proposal to lease Auckland Port's operations to an expert external operator while 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)?**



**#26186**



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:**



#26186



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>	



#26186



<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: I don't know

## 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,



**#26188**



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





**#26188**



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



**#26188**



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).



**#26188**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26188**



This 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.

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**#26188**



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



**#26188**



**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?**



#26188



<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>	



#26188



<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: I don't know

## 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).



**#26189**



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

years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic

circumstances facing Auckland ratepayers.

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

despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26189**



I also call on the Council to get smarter about 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.

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despite it being deceptively labelled the “pay less, get less” option.

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



**#26189**



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.

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“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!’



**#26189**



**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?**

Other



#26189



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	



#26189



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?

## Local board priorities

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



**#26189**



8. Do you have any other comments?





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26191**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26191**



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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**#26191**



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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)?**



**#26191**



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:**



#26191



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>	



#26191



<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: I don't know

## 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).





**#26192**



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

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

Auckland ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26192**



I also call on the Council to get smarter about 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

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**#26192**



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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?**



**#26192**



**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:**



#26192



**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>	



#26192



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: I don't know

## 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



**#26197**



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





**#26197**



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!’



**#26197**



**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



**#26197**



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.



**#26197**



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?**



#26197



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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#26197



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



**#26197**



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: I don't know

## 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-





**#26198**



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



**#26198**



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



**#26198**



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-



**#26198**



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



**#26198**



while 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



**#26198**



**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?**



#26198



<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>	



#26198



<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?





#26204



# 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: I don't know

## 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).



**#26204**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26204**



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



**#26204**



Transport. This money should be used 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)?**



**#26204**



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:**



#26204



**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>	



#26204



<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: I don't know

## 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).





**#26205**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26205**



higher 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?**



**#26205**



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:



**#26205**



- 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



**#26205**



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:**



#26205



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



#26205



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?



**#26205**



## 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: I don't know

## 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).



**#26206**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26206**



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



**#26206**



Transport. This money should be used 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)?**



**#26206**



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:**



#26206



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>	



#26206



<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: I don't know

## 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).





**#26215**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26215**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26215**



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



**#26215**



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?**



**#26215**



**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



#26215



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	



#26215



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?**



**#26215**



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: I don't know

## 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).



**#26216**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26216**



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



**#26216**



Transport. This money should be used 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)?**



**#26216**



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:**



#26216



**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>	



#26216



<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: I don't know

## 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).





**#26218**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26218**



I also call on the Council to get smarter about 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.



**#26218**



I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26218**



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:**



#26218



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	



#26218



<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?



**#26218**



## 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: I don't know

## 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-





**#26220**



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.



**#26220**



This 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



**#26220**



proposal to lease Auckland Port's operations to an expert external operator while 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



**#26220**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26220**



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.



**#26220**



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?**



#26220



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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#26220



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





**#26220**



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: I don't know

## 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).



**#26221**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26221**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26221**



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



**#26221**



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?**



**#26221**



**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



#26221



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	





#26221



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?



**#26221**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26223**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26223**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26223**



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



**#26223**



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?**



**#26223**



**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





#26223



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	



#26223



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?**



**#26223**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26224**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26224**



higher 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?**



**#26224**



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:



**#26224**



- 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





**#26224**



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:**



#26224



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	



#26224



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?



**#26224**



## 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: I don't know

## 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).



**#26227**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26227**



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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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



**#26227**



Transport. This money should be used 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)?**





**#26227**



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:**



#26227



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>	



#26227



<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: I don't know

## 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-



**#26228**



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



**#26228**



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



**#26228**



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-



**#26228**



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





**#26228**



while 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



**#26228**



**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?**



#26228



<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>	



#26228



<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: I don't know

## 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).



**#26230**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26230**



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:

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managers increasing much higher than those the private sector.

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**#26230**



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:**

**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)?**





**#26230**



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:**



#26230



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>	



#26230



<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: I don't know

## 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).



**#26232**



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

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

Auckland ratepayers.

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26232**



I also call on the Council to get smarter about 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



**#26232**



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?**



**#26232**



**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





#26232



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	



#26232



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?**



**#26232**



8. Do you have any other comments?



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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).



**#26233**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26233**



higher 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?**



**#26233**



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:



**#26233**



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





**#26233**



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:**



#26233



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>	



#26233



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?



**#26233**



## 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: I don't know

## 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).



**#26234**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26234**



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



**#26234**



Transport. This money should be used 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)?**





**#26234**



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:**



#26234



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>	



#26234



<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: I don't know

## 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).



**#26235**



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

cloth to reflect the current economic circumstances facing Auckland ratepayers.

Of the three options presented, my preferred option is lowest option – which is still much

higher than inflation despite it being deceptively labelled the “pay less, get less” option.

I strongly urge Councillors to explore ways of preventing rates increases over and 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



**#26235**



bins, and weekly 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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**#26235**



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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external operator while 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



**#26235**



'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:**





#26235



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>	



#26235



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?



**#26235**



## 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: I don't know

## 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



**#26238**



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



**#26238**



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!’



**#26238**



**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



**#26238**



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.





**#26238**



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?**



#26238



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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#26238



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



**#26238**



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?**



#26240



# 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: I don't know

## 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).



**#26240**



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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26240**



- Pausing expensive and unnecessary marketing exercises and so-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,



**#26240**



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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**#26240**



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

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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!’



**#26240**



**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?**



#26240



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.	



#26240



<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?



**#26240**



## 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: I don't know

## 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).



**#26241**



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

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

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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.



**#26241**



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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**#26241**



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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)?**



**#26241**



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:**



#26241



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>	



#26241



<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: I don't know

## 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



**#26243**



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.



**#26243**



This 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



**#26243**



operator while 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





**#26243**



ratepayers.

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

I strongly urge Councillors to explore ways of preventing rates increases over and 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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**#26243**



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



**#26243**



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:**



#26243



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



#26243



<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?**



**#26243**



## 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: I don't know

## 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?



**#26246**



**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:**





#26246



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>	



#26246



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?

Auckland Council is the major provider of our city’s sport and recreation facilities. We greatly appreciate this support and investment – without it much of what happens in our sector simply wouldn’t be possible. Council’s commitment to the sector has provided positive outcomes across the region for an inclusive range of codes, demographics, cultures, ages and abilities. I also wish to acknowledge the commitment of council staff in supporting the sector.



**#26246**



Tell us here:

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 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 advocate for community use of schools and that consideration be given to the co-development of schools with Auckland Council to include publicly accessible sport and recreation facilities.

Explain why:

More funding will enable more sport and recreation facilities to be built. There is clear evidence of the huge and wide-ranging benefits of sport and recreation – improved physical and mental health and wellbeing, social connectedness, economic and productivity gains, and educational outcomes.

I participate in the sport of table tennis. Auckland Council has identified there is a shortage of indoor court space across the Auckland region. This includes a lack of capacity to meet the demand for sports such as table tennis.

The Auckland table tennis stadium, 99A Gillies Avenue, Epsom is at capacity many nights of the week. This impacts my ability to participate.



**#26246**



The Auckland Table Tennis Association is involved in two Facilities Development Projects aimed at addressing the shortage of indoor court space in the Auckland region:

a) Lloyd Elsmore Community Hub: Lloyd Elsmore Park, 451 Pakuranga Road, Pakuranga Heights. In the Howick Local Board area. The purpose of the Hub is to construct a multi-club and code facility at Lloyd Elsmore Park to accommodate the four Founding Members (Auckland Table Tennis Association, Howick Gymnastics Club, Pakuranga Bowling Club, and Pakuranga Tennis Club)

b) Gillies Avenue redevelopment project: Pascoe Quarry, 99 Gillies Avenue, Epsom. In the Albert-Eden Local Board area. Auckland Table Tennis Association, Auckland Badminton Association, and Olympic Weightlifting Auckland are collaborating to pursue redevelopment of the existing Gillies Avenue site

I urge investment in the sport and recreation sector under this Long-term Plan. Without this commitment from Council our current and future community sport and recreation spaces will be compromised. This means our growing, increasingly diverse population will not have access to fit-for-purpose facilities to participate in physical activity to enable them to connect with their community and live active, healthy lives.



# 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: I don't know

## 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?



**#26259**



**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:**



#26259



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>	



#26259



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. I participate in the sport of table tennis.

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.





**#26259**



Auckland Council is the major provider of our city's sport and recreation facilities. We greatly appreciate this support and investment - without it much of what happens in our sector simply wouldn't be possible. Council's commitment to the sector has provided positive outcomes across the region for an inclusive range of codes, demographics, cultures, ages and abilities. I also wish to acknowledge the commitment of council staff in supporting the 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 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 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.

More funding will enable more sport and recreation facilities to be built. There is clear evidence of the huge and wide-ranging benefits of sport and recreation - improved physical and mental health and wellbeing, social connectedness, economic and productivity gains, and educational outcomes.



**#26259**



I participate in the sport of table tennis. Auckland Council has identified there is a shortage of indoor court space across the Auckland region. This includes a lack of capacity to meet the demand for sports such as table tennis.

The Auckland table tennis stadium, 99A Gillies Avenue, Epsom is at capacity many nights of the week. This impacts my ability to participate.

The Auckland Table Tennis Association is involved in two Facilities Development Projects aimed at addressing the shortage of indoor court space in the Auckland region:

- a) Lloyd Elsmore Community Hub: Lloyd Elsmore Park, 451 Pakuranga Road, Pakuranga Heights. In the Howick Local Board area. The purpose of the Hub is to construct a multi-club and code facility at Lloyd Elsmore Park to accommodate the four Founding Members (Auckland Table Tennis Association, Howick Gymnastics Club, Pakuranga Bowling Club, and Pakuranga Tennis Club)
- b) Gillies Avenue redevelopment project: Pascoe Quarry, 99 Gillies Avenue, Epsom. In the Albert-Eden Local Board area. Auckland Table Tennis Association, Auckland Badminton Association, and Olympic Weightlifting Auckland are collaborating to pursue redevelopment of the existing Gillies Avenue site

I urge investment in the sport and recreation sector under this Long-term Plan. Without this commitment from Council our current and future community sport and recreation spaces will be compromised. This means our growing, increasingly diverse population will not have access to fit-for-purpose facilities to participate in physical activity to enable them to connect with their community and live active, healthy lives.



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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?



**#26317**



**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:**



#26317



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>	



#26317



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. I participate in the sport of table tennis.

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.



**#26317**



Auckland Council is the major provider of our city's sport and recreation facilities. We greatly appreciate this support and investment - without it much of what happens in our sector simply wouldn't be possible. Council's commitment to the sector has provided positive outcomes across the region for an inclusive range of codes, demographics, cultures, ages and abilities. I also wish to acknowledge the commitment of council staff in supporting the 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 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 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.

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**#26317**



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The Auckland Table Tennis Association is involved in two Facilities Development Projects aimed at addressing the shortage of indoor court space in the Auckland region:

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- b) Gillies Avenue redevelopment project: Pascoe Quarry, 99 Gillies Avenue, Epsom. In the Albert-Eden Local Board area. Auckland Table Tennis Association, Auckland Badminton Association, and Olympic Weightlifting Auckland are collaborating to pursue redevelopment of the existing Gillies Avenue site

I urge investment in the sport and recreation sector under this Long-term Plan. Without this commitment from Council our current and future community sport and recreation spaces will be compromised. This means our growing, increasingly diverse population will not have access to fit-for-purpose facilities to participate in physical activity to enable them to connect with their community and live active, healthy lives.





# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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?



**#26327**



**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:**



#26327



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>	
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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>	



#26327



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

## 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. I participate in the sport of table tennis.

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.



**#26327**



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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.

More funding will enable more sport and recreation facilities to be built. There is clear evidence of the huge and wide-ranging benefits of sport and recreation - improved physical and mental health and wellbeing, social connectedness, economic and productivity gains, and educational outcomes.



**#26327**



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I urge investment in the sport and recreation sector under this Long-term Plan. Without this commitment from Council our current and future community sport and recreation spaces will be compromised. This means our growing, increasingly diverse population will not have access to fit-for-purpose facilities to participate in physical activity to enable them to connect with their community and live active, healthy lives.



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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?



**#26333**



**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:**





#26333



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>	



#26333



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. I participate in the sport of table tennis.

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.



**#26333**



Auckland Council is the major provider of our city's sport and recreation facilities. We greatly appreciate this support and investment - without it much of what happens in our sector simply wouldn't be possible. Council's commitment to the sector has provided positive outcomes across the region for an inclusive range of codes, demographics, cultures, ages and abilities. I also wish to acknowledge the commitment of council staff in supporting the 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 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 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.

More funding will enable more sport and recreation facilities to be built. There is clear evidence of the huge and wide-ranging benefits of sport and recreation - improved physical and mental health and wellbeing, social connectedness, economic and productivity gains, and educational outcomes.



**#26333**



I participate in the sport of table tennis. Auckland Council has identified there is a shortage of indoor court space across the Auckland region. This includes a lack of capacity to meet the demand for sports such as table tennis.

The Auckland table tennis stadium, 99A Gillies Avenue, Epsom is at capacity many nights of the week. This impacts my ability to participate.

The Auckland Table Tennis Association is involved in two Facilities Development Projects aimed at addressing the shortage of indoor court space in the Auckland region:

- a) Lloyd Elsmore Community Hub: Lloyd Elsmore Park, 451 Pakuranga Road, Pakuranga Heights. In the Howick Local Board area. The purpose of the Hub is to construct a multi-club and code facility at Lloyd Elsmore Park to accommodate the four Founding Members (Auckland Table Tennis Association, Howick Gymnastics Club, Pakuranga Bowling Club, and Pakuranga Tennis Club)
- b) Gillies Avenue redevelopment project: Pascoe Quarry, 99 Gillies Avenue, Epsom. In the Albert-Eden Local Board area. Auckland Table Tennis Association, Auckland Badminton Association, and Olympic Weightlifting Auckland are collaborating to pursue redevelopment of the existing Gillies Avenue site

I urge investment in the sport and recreation sector under this Long-term Plan. Without this commitment from Council our current and future community sport and recreation spaces will be compromised. This means our growing, increasingly diverse population will not have access to fit-for-purpose facilities to participate in physical activity to enable them to connect with their community and live active, healthy lives.



#26340



# 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: I don't know

## 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?



**#26340**



**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:**



#26340



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>	



#26340



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. I participate in the sport of table tennis.

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.





**#26340**



Auckland Council is the major provider of our city's sport and recreation facilities. We greatly appreciate this support and investment - without it much of what happens in our sector simply wouldn't be possible. Council's commitment to the sector has provided positive outcomes across the region for an inclusive range of codes, demographics, cultures, ages and abilities. I also wish to acknowledge the commitment of council staff in supporting the 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 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 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.

More funding will enable more sport and recreation facilities to be built. There is clear evidence of the huge and wide-ranging benefits of sport and recreation - improved physical and mental health and wellbeing, social connectedness, economic and productivity gains, and educational outcomes.



**#26340**



I participate in the sport of table tennis. Auckland Council has identified there is a shortage of indoor court space across the Auckland region. This includes a lack of capacity to meet the demand for sports such as table tennis.

The Auckland table tennis stadium, 99A Gillies Avenue, Epsom is at capacity many nights of the week. This impacts my ability to participate.

The Auckland Table Tennis Association is involved in two Facilities Development Projects aimed at addressing the shortage of indoor court space in the Auckland region:

- a) Lloyd Elsmore Community Hub: Lloyd Elsmore Park, 451 Pakuranga Road, Pakuranga Heights. In the Howick Local Board area. The purpose of the Hub is to construct a multi-club and code facility at Lloyd Elsmore Park to accommodate the four Founding Members (Auckland Table Tennis Association, Howick Gymnastics Club, Pakuranga Bowling Club, and Pakuranga Tennis Club)
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I urge investment in the sport and recreation sector under this Long-term Plan. Without this commitment from Council our current and future community sport and recreation spaces will be compromised. This means our growing, increasingly diverse population will not have access to fit-for-purpose facilities to participate in physical activity to enable them to connect with their community and live active, healthy lives.



# Long-term Plan 2024-2034

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## Submitter details:

Organisation (if applicable):

Local Board: I don't know

## 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?



**#26350**



**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:**



#26350



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>	



#26350



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 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.

The growth in numbers of young children participating in basketball games.



**#26350**



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.

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:

Sports play a vital part in young children's life. As the biggest city in NZ and world-class metropolis, Auckland should have more sport facilities across the suburbs.



# 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: I don't know

## 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?





**#26354**



**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:**



#26354



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>	



#26354



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.



**#26354**



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.

The growth in numbers of young children participating in basketball games.

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:

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- 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.
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- 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:

Sports play a vital part in young children’s life. As the biggest city in NZ and world-class metropolis, Auckland should have more sport facilities across the suburbs.



# 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: I don't know

## 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?

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:

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



**#26372**



**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:**

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?**



#26372



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	



#26372



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?

## Local board priorities

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





**#26372**



## 8. Do you have any other comments?

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

Our sector is critical in making Auckland a great place to be. We rely on hard working volunteers and build strong communities – Council's support is critical to enable our sector to achieve what it does. 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: I don't know

## 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?



**#26373**



**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:**



#26373



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>	



#26373



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.



**#26373**



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: I don't know

## 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?



**#26379**



**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:**





#26379



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>	



#26379



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 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.



**#26379**



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): JKS Northshore

Local Board: I don't know

## 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?



**#26386**



**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:**



#26386



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>	



#26386



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?



**#26386**



## 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 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:

There are not enough Basketball and Volleyball facilities on the North shore. These sports are growing hugely in popularity currently and more investment needs to be made in this area in order for there to be enough facilities ongoing. In the past year the number of cancellations and BYES have negatively affected my children's engagement in their sport and this was solely because there are not enough courts for the number of teams.





# 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: I don't know

## 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?



**#26391**



**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:**



#26391



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>	



#26391



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?



#26406



# 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: I don't know

## 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?



**#26406**



**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:**



#26406



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>	



#26406



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?