



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

Written Feedback **Waitematā Volume #3**

April 2024



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Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Other

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

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

Do more but pay less



#10075



2. What do you think of the transport proposal?

I don't know

Tell us why:

Too much to read, but anything make public transportation better, I will support it

2a. Is there anything you would spend more 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:



#10075



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#10075



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 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?

Waitematā



#10075



8. Do you have any other comments?

don't have time to read through all the documents, can u break it to small ones to answer



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do more

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?



#10097



2. What do you think of the transport proposal?

Support all of the 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?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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?

I don't know

Tell us here:

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

I don't know



#10097



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

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



#10097



for next year than previously planned. This reduces this rate 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).	Support
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.	Do not support
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.	
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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?



#10097



Local board priorities

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

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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

Walking, cycling, public transport and safety

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



Less car parking, let them pay for it themselves, no free parking on public land.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

It needs much more walking, cycling, public transport and safety spend.

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

walking, cycling, public transport and safety

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

free car parking spaces everywhere are a disgrace, they all should be charged.

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

I don't know

Tell us why:

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

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

Tell us why:

Council should control the Port and charge more for all the truck movements.



#10125



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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Council should control the Port and charge more for all the truck movements.

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

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

The most efficient location for the Port is exactly where it is. Do not move it as this would force thousands more trucks onto our roads.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:



#10125



The most efficient location for the Port is exactly where it is. Do not move it as this would force thousands more trucks onto our roads.

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.	Support
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.	Do not support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
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.	Support



#10125



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Every car that parks on public streets should have a permit. Rates should vary according to demand and surrounding land area and set at a level that raises substantial revenue. Why do we give this space away for free to the most polluting and inefficient mode?

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#10125



Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Every street should be 30kph or have bike lanes.



#10125



8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

bicycle infrastructure

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



#10152



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

Sounds like ***** to me

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

pedestrian and cycle infrastructure, bus lanes

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

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

Change the operational management

Tell us why:

Because I assume the community is not making as much use of it as possible.

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

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

Tell us why:

I'm tired of community assets being sold off.

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



#10152



Other

Tell us here:

Return more harbour front to the community

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

Continue to use it to fund council services

Tell us here:

I'm suspicious of slush funds.

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

I like access to the sea

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

I like access to the sea



#10152



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#10152



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know



#10152



Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

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

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?



#10162



Support most of the proposal

Tell us why:

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

continuing some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.

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

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

Change the operational management

Tell us why:

I think the local community should be in control

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

I don't know

Tell us why:

this is a big decision, i think the community needs to be able to have a greater understanding of what it all means, its impact and other be given the opportunity to suggest/discuss other possible solutions.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#10162



Tell us here:

i think this too needs to have a consultation process with the community -

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

Continue to use it to fund council services

Tell us here:

this is connected with the Auckland fund proposal- airport shares and port of Auckland. Some focussed interactive consultation, education, discussion, open thinking should take place. Inviting the community to engage with these decisions - they are big decisions, need big thinking along with community commitment to the outcome.

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

Tell us here:

this is connected with the Auckland fund proposal- airport shares and port of Auckland. Some focussed interactive consultation, education, discussion, open thinking should take place. Inviting the community to engage with these decisions - they are big decisions, need big thinking along with community commitment to the outcome.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

starting to make use of this area in other ways to benefit the community will open up the opportunity for new ideas to emerge to make greater use of this space

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



#10162



Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

i think this gradual move to relocate much of the Port of Auckland work to locations specifically designed and future proofing the operations.

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support



#10162



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

no

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#10162



Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

wellbeing, safety and community readiness in emergencies strike me as being very important

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?



#10162



OK they focus on building and maintaining a healthy robust community with enough room to respond to unforeseen circumstances.

8. Do you have any other comments?

no



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

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

Get more real. Ratepayers and residents are going without food and healthcare now.

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



#10193



Less of the 'nice to haves' on the budget like many ratepayers and residents households budgets have had to do.

No painting roads blue, no bi-lingual signage, essential items only.

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

No costs beside individual items.

Auckland Transport have a culture of extravagance and arrogance.

They need to be more democratically accountable.

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

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

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

Keep the stadium precinct as it is

Tell us why:

Not enough information on options and costs..

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

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

Tell us why:



#10193



I think they are two separate issues and should not be linked in a survey question.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Exporting goods is how NZ gets most of its money.

Keep the port on public control.

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

Continue to use it to fund council services

Tell us here:

I do not support the Auckland Future Fund.

Council has known of "black swan" event risks for more than 15 years, There should be planning in place for these already.

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

Tell us here:

I do not support the Auckland Future Fund.

Retain public control of POAL and shares in airport.

The existing CCOs have very little democratic democratically. No more CCOs please.

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



#10193



No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

Not essential work.

This plan is out of touch with the economic reality of most households.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Not essential work.

This plan is out of touch with the economic reality of most households.

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to</p>	<p>Do not support</p>



#10193



reduce the 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.	Do not support
Re-introduce recycling charges for schools.	Do not support
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.	Do not support
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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Waitemata



#10193



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support any priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā	



#10193



including making digital content and place-based stories more accessible.

Tell us why

Not essential works.

Put the funds into: clearing out stormwater cesspits more regularly.

Pumping out stormwater cesspits fully not half.

Or fund stormwater upgrades.

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

Tone deaf in that these budget items fail to reflect the economic fact that many ratepayers and residents can not afford food, and healthcare.

Please prioritise what ratepayers would see as essential works.

8. Do you have any other comments?

do not support changes to Local Board funding.

CCO accountability changes. Do not support. These CCOs should be bought back into Auckland Council. They are democratically unaccountable yet are in control of a significant proportion of spending of rates.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	Do less

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

buses and trains, environment

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



#10200



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

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

More capacity and more regular buses

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

Capped weekly public transport passes

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

Change the operational management

Tell us why:

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

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

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#10200



Tell us here:

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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.

Support



#10200



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Do not support</p>
<p>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</p>	<p>Support</p>



#10200



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?

Waitematā

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): Stop Auckland Sewage Overflows Coalition

Local Board: Waitemata

Your feedback

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

I don't know

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

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

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

No Comment

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

No Comment



#10206



2. What do you think of the transport proposal?

I don't know

Tell us why:

No Comment making submission for a regional stakeholder

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

See attached submission

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

No Cooment

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

I don't know

Tell us why:

No Comment

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

I don't know

Tell us why:

No Comment

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

Stop Auckland Sewage Overflows Coalition (SASOC)

Auckland Council
Private Bag 92300
Auckland 1142
akhaveyoursay@aucklandcouncil.govt.nz

Submission to Auckland Council on 2024-34 Long Term Plan (LTP)

Introducing SASOC

SASOC is a coalition of community groups spread around the northern edge of the Waitemata Harbour and within the central Auckland isthmus. It was formed to represent their general concern about water quality within the Auckland isthmus and the wider Auckland region generally.

SASOC's specific concerns include the aging Victorian era combined stormwater/wastewater pipe network, the role of stormwater on the overflows from that network, and the effects of stormwater run-off from roading and other impermeable surfaces (some of the latter resulting from intensification of building within the isthmus). Although focused on the isthmus, SASOC supports a holistic Auckland-wide solution to the city's water quality issues.

ISTHMUS WATER QUALITY IMPROVEMENTS

The need for combined sewer system improvement was first raised in 1917 (source: Auckland Council). Since then a number of starts have been made on sewer separation on the isthmus. None have so far been completed. In the late 1990's the then Auckland City Council designed a multi-year plan for incremental wastewater and sewer separation. Considerable work was done until Supercity amalgamation when the process stopped.

More recently, in 2018, a new long-term initiative to improve water quality was established for the western parts of the Auckland isthmus known as the Western Isthmus Water Quality Improvement Project (WIP). The programme was extended subsequently to eastern parts of the isthmus. This was a joint venture between Watercare and Auckland Council with a Water Quality Targeted Rate (WQTR) introduced (to finance Auckland Council's contribution for the WIP). The majority of the WQTR provides Auckland Council's \$350M

contribution for the WIP. This proposal included a policy of continuing incremental wastewater and stormwater separation continuing in the combined sewer areas.

BACKGROUND TO ISTHMUS SEWER INFRASTRUCTURE

The Isthmus, which has the oldest stormwater and wastewater infrastructure in Auckland, has been subject to underfunding for decades. Some of the infrastructure is 120 years old or even more. Sewer systems are generally expected to have a maximum life of 100 years. There has been a failure to assess and where necessary replace aging infrastructure for at least two generations of Aucklanders. The present generation must not permit deferment of infrastructure upgrades and passing this on to future generations. Catchup plans are essential.

NEW PROPOSALS FOR 2024

The original WQTR was designed to fund the deferred maintenance/renewal of the obsolete infrastructure in old Auckland. Through this mechanism the required capex was fully funded and projects were protected from potential future general budget reprioritisations.

In previous Long Term Plans the large majority of the WQTR (approximately 75%) was required to fund the Healthy Waters part of the WIP. Also it was projected that an Eastern Isthmus programme would follow the completion of the WIP. As a major part of the WIP is to be completed soon, the emphasis of the WQTR moves to the Eastern Isthmus.

The LTP proposal puts forward four options.

Option one provides for expiry of the WQTR in 2031. Implicitly it excludes all or a substantial part of the Eastern Isthmus works. SASOC submits that this should not be an option – that ongoing work must be undertaken.

Option two provides for all capital expenditure (capex) required over the ten-year period to be funded from the WQTR (like previous LTP approaches), with the rate at the same level as previous years. This had drawbacks because there was no provision for inflation and some works were required to be deferred. This suggests some form of inflation provision may need to be provided for this option to fulfil objectives.

Option three provides for the required capex to be borrowed from Council general funds, and repaid with interest over 30 years.

Option four also provides for the required capex to be borrowed, but does not include the repayment, and interest components.

Options three and four are thus funded by general rates or Council's general borrowing/funding programme. SASOC does not support options three and four because they are vulnerable to deferments/reprioritisation (eg from debt limits) as happened in the past when successive Councils revamped budgets and used stormwater capex deferment as a tool to reallocate/reprioritise expenses.

SASOC prefers option two. This option ringfences the entire funds for completion of the Eastern Isthmus project.

Full funding under option two will mean reduced funding (compared to options three or four) will be required from Council's resources. This will free up funding for other projects and hence permit an equal reduction in the general rate to offset the higher level of the WQTR.

Alternatively, but very much as a second choice, SASOC supports option three which leaves at least some opportunity to complete projects if reprioritisation is required, by reducing the repayment and interest components of the WQTR.

COMPLIANCE ISSUES

There are a range of compliance issues which must be addressed in the LTP.

The central interceptor is designed to provide capacity for wastewater collection and disposal in the central isthmus. It will naturally get stormwater discharge from the combined sewer system. For the central Interceptor to operate as effectively as possible it will be necessary to ensure the least amount of stormwater ingress possible.

For the Auckland isthmus combined sewer area, Council has controls over stormwater. Stormwater from roofs must be discharged to open space or in the case of more intensive ground coverage held in detention tanks. In the

central isthmus stormwater from a roof is required to be dissipated via specially engineered soak-pits – this area is termed the “soakage area”. However, it is vital that these controls are monitored regularly and enforced.

In other areas of Auckland, with separated sewer systems, there are different and serious difficulties with sewage contaminated stormwater - eg Henderson/Te Atatu, eastern bays, North Shore bays, Howick areas, South Auckland. This “infiltration” is caused by broken sewer pipes and/or incorrect connections. In some areas incorrect connection levels are very high. The resulting contamination is a health hazard.

Successive Councils have not been vigilant at stormwater sewer pipe maintenance and connection compliance. Auckland Council has now instituted a compliance team which tests and follows up on sewer repairs and compliance matters.

There is a budgeted \$9M for seeking out illicit connections to the stormwater network.

SASOC supports the budget for illicit connections and believes it should be increased to \$15M for the ten-year spend.

Yours sincerely,

[Redacted] – Co-convenor
[Redacted]

[Redacted] – Co-convenor
[Redacted]



#10206



I don't know

Tell us here:

No Comment

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

I don't know

Tell us here:

No Comment

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

Tell us here:

No Comment

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

I don't know

Tell us why:

No Comment

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

I don't know

Tell us why:

No Comment



#10206



6a. What do you think of these proposals?

<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>



#10206



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

No Comment

Local board priorities

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

8. Do you have any other comments?

This submission was made as a regional stakeholder to the Councillors on 22 March.
That submission is attached



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#10216



Tell us why:

2a. Is there anything you would spend more 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:



#10216



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#10216



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.	Support
Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

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

Local board priorities

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

Franklin

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable): Port of Auckland

Local Board: Waitemata

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?



#10271



Tell us why:

2a. Is there anything you would spend more 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?

Other

Tell us here:

Port of Auckland considers lease or status quo a shareholder decision for Councillors to make, and we therefore do not express a view in our submission.

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

Other

Tell us here:



#10271



Port of Auckland commits to paying our Council shareholder the dividends agreed annually in our Statement of Corporate Intent, however it is a shareholder decision as to how to use those funds.

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

Tell us here:

See submission for further information.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the Port to Auckland Council so they can be used for something else that provides public benefit. See submission for further information.

Provided the Port of Auckland is able t

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Keep Bledisloe Terminal as a Port of Auckland operational area. See submission for further information.

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



#10271



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the 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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	



#10271



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

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

Local board priorities

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

8. Do you have any other comments?



Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

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

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?

DO LESS OF EVERYTHING!



#10286



Challenge programmes that are nice to have. Stop translating publications into multiple languages it's wasteful. Approve less projects and stop projects that are taking too long (accept the sunk cost but stop throwing good money after bad).

Auckland doesn't need more, it needs less, the organisation needs to be simplified. There are too many areas in Council following trends and jargon, thinking they're best practise when it isn't necessary. Policy and planning spaces are bloated and overly expensive, they're not good value for money and come at the expense of basic frontline services that could help everyday locals to navigate the basics they need.

Navigating Planning & Regulatory is a nightmare - it takes an intelligence degree just to work out what kind of basic renovations can be done on a property - then engaging in the the consents process is a minefield.

Dealing with Council is just too hard in every respect. (My last request to have Council trees inspected and pruned - took 6 months and over 20 mails to get any action).

Council has made it's role overly complex, it has too many strategies, frameworks and policies that do not serve everyday residents. At best these publications are academic self-serving policy boffin waffle. At worst they're expensive wasteful time consuming frustrations that raise the cost of rates for no discernible value to residents. Please do everything you can to remove the vanity based policy and programme development.

2. What do you think of the transport proposal?

Don't support any of the proposal

Tell us why:

Significant waste across the capital works programme - it doesn't represent good value for money. Council needs more professional project managers who can challenge contractors - not just roll over and accept whatever extreme bids and costs that come in.

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

Qualified and experienced Quantity Surveyors and Project professionals who can keep major projects within acceptable budgets. (Stop letting unqualified Policy planners and operational staff take on roles as Project Leads).



#10286



Front line call center staff that are trained to residents navigate what they need to. Today is largely an order taking service and that becomes a pray and hope mission, where you are left hoping that an expert will call you back (with very low success rates that they actually do).

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

POLICY, PLANNING, COMMUNITY ENGAGEMENT, COMMUNICATIONS, DEMOCRATIC SERVICES, KIDS PLAYGROUNDS

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

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an 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:

Simplify your remit and do core business.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#10286



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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Do not support



#10286



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>Support</p>



#10286



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?

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

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

Add more buses to the streets and more bus stations, and expand commuter railroad services north to Helensville. Also, drastically reduce fares for buses, trains, and ferries.



#10301



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

Reduce motorway infrastructure improvements and pause expanding bicycle infrastructure to focus more on bus and commuter rail expansion.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

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

Public transportation is key to the city's expansion and combating climate change, but it needs to be reliable and affordable, so the better the system, the more people will use it.

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

Reduce any roadway development beyond preventative maintenance except where it will improve public transportation. Also, pause all bicycle infrastructure expansion projects in favour of bus and train projects, which will benefit a larger number of people.

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

I don't know

Tell us why:

I am completely in favour of redeveloping the stadium. It was an interesting vision in the 1990s, but it never succeeded in its goal and I am in principal against public funding of sports and entertainment stadiums.



#10301



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

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

Tell us why:

This seems like an expensive risk that will ultimately result in Auckland Council losing long-term money for short-term gains. I just can't support it.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

A lessee will increase prices and likely cut corners, putting people at risk. Keeping the Port of Auckland under the direct authority of Auckland Council is the only way to ensure continued services.

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

Continue to use it to fund council services

Tell us here:

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

Tell us here:

While the idea of an Auckland Future Fund seems good, I think it should be drawn from surplus funds, windfalls, and rates rather than divesting in existing investments, properties, and other sources of revenue that currently fund Council services.



#10301



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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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</p>	<p>Support</p>



#10301



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.	Support
Re-introduce recycling charges for schools .	Do not support
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.	Do not support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Waitematā



#10301



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why



#10301



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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

For far too long Auckland has under invested in its infrastructure. For example the sewage system. The Collapse of a major pipe in St George’s Bay Rd resulting in sewage pouring into the Harbour.

Auckland rates are low compared to other international cities.



#10333



How much is it worth to be able to flush your toilet & be confident it is not pouring into the harbour.

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?

Support most of the proposal

Tell us why:

Auckland needs decent public transport to get Pvt cars off the road so business can be effective.

Nobody talks about the shape of Auckland.. it is a long narrow isthmus which will always clog with traffic and that is why good public transport is essential.

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

Public transport needs to be subsidised. We need rail to the airport.

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

Spending less is what has us in this mess.

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

I don't know

Tell us why:

North shore residents should decide on this issue. But it does seem we need a stadium on the north shore.



#10333



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

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

Tell us why:

It is unnecessary. Council need to stop giving building consents in historic unsuitable areas. This is an issue that should be dealt in partnership with central Gvt.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I'm to be convinced that leasing the Port operation is a good thing. I'm not sure we need the port in Auckland. Other use of the land would be more profitable.

Once the running of the port is leased, Auckland has lost control.

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

I don't know

Tell us here:

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

Tell us here:

All I know is that the Port is in the wrong place. Whether it goes to Whangārei or amalgamates with Tauranga is a decision for future residents.



#10333



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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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</p>	<p>Support</p>



#10333



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.	Do not support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

I haven't read the document so will not comment.

Local board priorities

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

Waitematā



#10333



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā	Very Important



#10333



including making digital content and place-based stories more accessible.

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Ok but They have not focused on issues relating to semi industrial activities near residential areas. This is an urgent issue.

8. Do you have any other comments?

Parnell needs to be in Hobson local board as Waitemata board couldn't care less about issues in this area. Queen St is the divide.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#10340



Tell us why:

2a. Is there anything you would spend more 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:



#10340



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#10340



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 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?

n/a



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#10345



Tell us why:

2a. Is there anything you would spend more 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:



#10345



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#10345



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 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: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do less

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?



#10449



Support most of the proposal

Tell us why:

I would like to support making public transport faster, more reliable and easier to use by investing in rapid transit network actions, such as making it easier to pay. In my opinion, pedestrian crossings and cycle ways are enough now. If not, it will block the cars and will lead to more road congestions.

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

I would like to spend more on reducing public transport fares. If we encourage the public transport, which is more reliable and cheaper, it will also reduce environmental impact and air pollution.

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

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

I don't know

Tell us why:

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

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

Tell us why:

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



#10449



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#10449



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#10449



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	Do less
Council support	As proposed

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

No.

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



#10456



Reduce roadworks to the essential. Remove speed bumps. Fund less events that only benefit a few.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

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

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

Cycle ways, unless cyclists are willing to pay for their roads as those that drive cars.
Car pollution is no longer an excuse given the number of electric vehicles on the road.
Taxes to pay for facilities and services should be imposed on those that use them.

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

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

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

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

Tell us why:

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



#10456



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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

Support



#10456



<p>the protection of native ecosystems 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 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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Do not support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Do not support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Do not support



#10456



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

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

Local board priorities

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

Rodney, Waitematā

Rodney Local Board Priorities

7b. What do you think of our proposed priorities for Rodney in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver new and/or improved playground and play spaces in Goodall Reserve, Te Hana Reserve, Rautawhiri Park and Riverhead War Memorial Park.	Not Important
Support communities to develop local community emergency leadership groups and emergency action planning in response to the findings of the Emergency Response Assessment study being undertaken in 2023/2024.	Fairly Important
Provide additional activities and programmes for children and young people	Not Important



#10456



maximising the use of our libraries, halls and open spaces, where possible.	
Continue to support our local arts centres in Helensville and Kumeu and look to extend arts experiences to other parts of Rodney.	Not Important
Continue to support community groups and mana whenua to keep our waterways clean and healthy and restore biodiversity.	Fairly Important
Support the community to minimise waste, turn it into resources, and promote education on waste reduction.	Fairly Important
Develop and refurbish toilet facilities in Glasgow Park, Dinning Road Esplanade Reserve and Port Albert Recreation Reserve.	Fairly Important
Develop pathway connections in Green Road Park.	Not Important

Tell us why

7c. What do you think of the Rodney proposed priorities for the 10-year budget 2024-2034?

As our local board area is so large, please tell us where you live so we can better understand the views from different communities

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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#10456



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#10507



2. What do you think of the transport proposal?

Support most of the 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?

Consider redeveloping the stadium precinct

Tell us why:

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

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#10507



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

Continue to use it to fund council services

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?

I don't know

Tell us why:

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

I don't know

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.	Support
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	I don't know



#10507



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	I don't know
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	I don't know



#10507



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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	I don't know



#10507



Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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

Environmental protection of beaches, waterways and the Hauraki Gulf

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

Not interested in major events, with limited benefit to most ordinary ratepayers



#10521



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Public transport needs to be fast, frequent and reliable to enable people to stop using cars, especially to get into the city centre

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

better public transport

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

making roads easier for cars

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

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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?



#10521



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

need control of the port to ensure decisions made are in the wider interests of Aucklanders, not just for increased profitability for the leasing company

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:



#10521



over time consideration needs to be given to moving the port from central Auckland (but not to Whangarei!)

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>



#10521



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
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#10521



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

My priorities focus on preserving and protecting the characteristics (especially heritage) of the area and providing cultural services

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?



#10521



8. Do you have any other comments?

Continue to support a full service from Auckland Libraries in the board area, and do not reduce hours, staffing or money for collections- this is a vital service I use every week and cannot do without



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	Do more
City and local development	
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	

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

For transport, priority for completing cycle infrastructure.

Perhaps more local development - say places like Avondale so private developers have confidence to get involved and increase housing etc



#10533



Advocate for bike transport over Harbour Bridge ASAP esp before any other crossings considered..

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

Some footpath upgrades could be a bit delayed

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Support congestion charging for central city.

tDynamic lanes my induce traffic increases.

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

. Support continuing completion of bike way networks

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

Some footpath upgrades could be a bit delayed

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

I don't know

Tell us why:

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

I don't know



#10533



Tell us why:

But not happy with losing control or Port land.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Invest in the proposed Auckland Future Fund

Tell us here:

Some funds could be invested in Future Ak Fund

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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



#10533



I don't know

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.	Support
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.	Support
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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	Support
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.	I don't know



#10533



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
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#10533



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

Maybe expensive community Projects could have a bit of delay of scale back

Safety in town centres is helped by having more active modes supported so more of diverse. visitors are constantly in the city.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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

Public transport, conservation, climate change mitigation, cycleways

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



#10550



Roads

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

I support more funding for public transport, cycleways, electric ferries and buses, and raised pedestrian crossings.

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

I support more funding for public transport, cycleways, electric ferries and buses, and raised pedestrian crossings.

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

Roads

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

Consider redeveloping the stadium precinct

Tell us why:

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

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

Tell us why:



#10550



I oppose the sale of any Council assets (including shares and land) and the leasing of the port operations. Once Council owned land is sold it is very unlikely more will be purchased in future. Leasing the port operations will cost Auckland a lot of money in the long term. Any third party leasing the port operations will be making a profit which could go to Auckland Council instead.

I support the idea of creating a fund that grows over time, however, successive Councils have proven they will tap into the fund rather than raising rates. This is illustrated by the progressive sale of the airport shares since the 1990s for short term gain to avoiding putting up rates. Utilizing some of the dividends from the port and existing airport shares would be a better way to create a future fund without selling our assets.

The figures projected for the sale of the port seem unrealistic and disingenuous. Selling the lease would also prevent any of the port area being utilized for other uses.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I oppose the leasing of the port operations. Leasing the port operations will cost Auckland a lot of money in the long term. Any third party leasing the port operations will be making a profit which could go to Auckland Council instead.

I support the idea of creating a fund that grows over time, however, successive Councils have proven they will tap into the fund rather than raising rates. This is illustrated by the progressive sale of the airport shares since the 1990s for short term gain to avoiding putting up rates. Utilizing some of the dividends from the port and existing airport shares would be a better way to create a future fund without selling our assets.

The figures projected for the sale of the port seem unrealistic and disingenuous. Selling the lease would also prevent any of the port area being utilized for other uses.

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



#10550



Invest in the proposed Auckland Future Fund

Tell us here:

Investing some or all of the port dividend in a future fund would be a better option than selling the lease rights which will cost a lot in the long term.

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

Tell us here:

I would be more supportive of the Future Fund if there were tighter rules around what money could be used for so councilors can not tap into the fund to avoid putting rates up. This could be controlled by central government.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

If the port can continue at current scale anyway, these wharves could be used for other purposes that provide a public benefit.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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

Support



#10550



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the 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.</p>	Support
<p>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).</p>	Do not support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know



#10550



Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

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

I support an extension of the NETR, water quality targeted rate, and the CATTR.

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important



#10550



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Improving safety in the CBD is a high priority for me.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Well, currently the Council seems to wish to reduce services, hence ticking all of the above - and supporting Option 3, in which those of us who are ratepayers to pay more to get more.



#10590



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

Scrap the "central proposal" with its shortsighted "future plan" (that robs us of a future by selling key income-generating assets).

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Don't agree with scrapping more cycleways - we need to think longer term about the environment

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

Changing the level crossings - people have died, let's change the current dangerous situation to something again better for the longer term

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

I'm not sure what's meant by the network optimisation (yes I can read the words but don't know what they indicate)

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

I don't know

Tell us why:

I have never visited the stadium and don't know the issues in any depth to comment

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



#10590



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

Tell us why:

Short-term thinking that diminishes our future, not help it. Want the port and airport in foreign ownership? This is a good way to go about that. May I also add to ask the Mayor to stop his trash talking about the recent signed open letter - he is diminishing the office and himself by doing so.

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

Other

Tell us here:

'Other', here, means retaining Council control - while moving towards shifting the port and creating a world-class waterfront environment. Auckland is at its best on or near the water, and there's not much of that in public space at the moment. Develop a plan to move the port elsewhere, tail down the port activities, and move towards something to enhance tourism, outdoor experiences for Aucklanders, and controlled commercial activity. Hey, those 'Homeland' chaps need a new home...!

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

Other

Tell us here:

A mix of funding Council services, and developing a plan to move the port away (see comments above)

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

Tell us here:

The "future fund" is a terrible idea that robs us of income for our future.



#10590



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

Other

Tell us why:

I would prefer to answer this question as part of a much bigger plan, to move the port away and develop the entire area.

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

Other

Tell us why:

I would prefer to answer this question as part of a much bigger plan, to move the port away and develop the entire area.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>



#10590



<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>I don't know</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?

Never ask businesses to pay less rates compared to individuals - their role is making profit, some of which needs to go back into the infrastructures that support their work



#10590



Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#10590



<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	<p>Very Important</p>

Tell us why

The priorities as set out are good overall and I am splitting hairs on which are better than others. Emergency planning actually does have a relationship to heritage spaces and wellbeing overall, so there are some good synergies in this list

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

The long term priorities are also good, although I would signal safety concerns as of increasingly higher importance. Cars are bigger than they used to be, and the city is plagued with scooters ruining the lives of the vision-impaired, or otherwise disabled communities. Please do something about these across the city.

8. Do you have any other comments?

As you can tell, I'm a 'pay more get more' advocate, and dislike the sale of assets that bring us income. I do however support the Mayor's ongoing investigation of the role distinctions between Government and the city, as I agree that such concerns he has recently raised must be discussed. I'm not sure if the next page wants some demographics from me but I'm a ratepayer who thinks we are the people who need to pay - yes, even if this means supporting others less privileged than ourselves.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	Do less

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

Faster conversion of public bus system to electric vehicles only.

Make ALL future bus contracts require electric only buses on routes under 60 minutes in 2024, 70 minutes in 2025, 80 minutes in 2026 and continue to add 10 minutes each contract year. The existing diesel buses can all go to Wellington.



#10597



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

Implement a force ranking system for ALL departments of more than 20 people.
Combine smaller departments until they have at least 20 people.

Combine all supervisory staff as a "supervision department".

Combine all management staff as a "management department".

For every department (combined departments, supervision and management departments included) require a transparent, public, NAMED, list of each department and the ranking of each employee. Publish the list on February 1st.

On March 1st terminate the bottom 5 percent of ranked staff. Only if management can justify staffing needs then allow open recruitment to fill the bottom 5 percent by April 1st. Do this each year with the intent of removing the worst 5 percent of employees each year.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Need to increase cycleways especially in suburbs. Have a bicycle RIDER review the elevation change for every proposed cycleway with the intent of minimizing elevation changes at the expense of up to 20 percent longer route.

These cycle ways can start out as painted lines only. After 12 months if they work then put in curbs like on nelson street in the cbd. Look to AVOID arterial roads for the cycleways. instead have them a block or two away so traffic is not so intense. If i am riding 10 km going an extra 2 or 4 blocks is fine in exchange for a relaxed non arterial route.

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

Financial fees for blocking roads for any reason. Fees based on road type (arterial, secondary, suburban, ...) and time of day (06:00 to 23:00 vs 23:00 to 06:00). E.g. Block road costs \$1000 per hour for each lane blocked if arterial road (Hobson Street) down to \$100 for suburb street. Blocks of less than 15 minutes are free. Emergency services are exempt. Private cleanup AFTER emergencies (fires,...) are NOT exempt.



#10597



This would motivate private business to focus efforts on clearing roads instead of fixing issues so less impact on road users.

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

Consulting work of any kind. Should be a maximum days and dollars limit for EVERY consulting contract with financial penalties and blacklisted for 24 months if consultant fails to complete work on time and on budget. For example, Need economic study of net impact of Sail GP event. Contract should state Days, Amount paid, expected outcomes, financial penalties if not delivered on time, blacklisting of contractor if not delivered on budget.

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

Keep the stadium precinct as it is, Change the operational management

Tell us why:

The land value will be worth more in 10 years so it is a good investment.

The current operational management has NO financial incentive to increase usage or adjust prices to market prices. They have a work load incentive to minimize the number of events and users so they do not have to work as hard. That is inefficient. The facilities should be rented out for cost of the MINIMUM required support staff (security, cleaners, vendors if needed, a manager) plus a usage fee so that the TOTAL COST is about 75% of the current market rate fee for similar facilities. This would make North Harbor Stadium the FIRST choice for potential users instead of the current situation where it is the LAST choice.

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

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

Tell us why:



#10597



The untold story here is that the amount of RISK will potentially be GREATLY increased! The AIAL land will only increase in value. The way the AIAL operations is absolutely critical to Auckland City's future growth and development. As shareholders in AIAL Auckland Council as the ability to participate in and influence the direction of AIAL future development which will provide additional security against purely AIAL profit making development which could adversely impact all of Auckland City. Holding AIAL shares also entitles Auckland Council access to AIAL internal information which is not yet public knowledge.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Leasing the Port is preventing future councils from acting in a way to best benefit Auckland City. For example, the lease would effectively block any reorganization of the port (in to an LA style "ship to rail to inland yard" for example) unless the lease holder wanted to do that.

There would be significant profit driven motivation to maximize the port usage perhaps by having 24 hour truck movements (including rush hours!) regardless of the impact that would have on the rest of Auckland City residents. As long as the Auckland Council OWNS the port the council can CONTROL operations which negatively impact the city. Once you lease it then the lease holder can do whatever they want including demanding the Auckland council provide financial compensation to limit their operations in any way.

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

Continue to use it to fund council services

Tell us here:



#10597



The Auckland Future Fund is simply having CURRENT residents pay for future services instead of having future residents pay. That is unfair.

"Pay as you go" should be the preferred council model (just like income taxes!)so current service users pay for current services. This should of course include a capital replacement/depreciation cost so using the POAL income to partially pay for the capital depreciation cost is totally acceptable.

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

If POAL does not need the two smaller wharfs then converting them to multilevel housing with retail on ground level would provide the best return for Auckland Council. Ensuring that there is a inviting walkway/bikeway around each wharf would be very impo

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Auckland council should be tasking POAL with a transition to a "ship to rail to yard" (AKA LA PORT) so that more freight containers can be handled with less space.

6a. What do you think of these proposals?



#10597



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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
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.	Do not support
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.	



#10597



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Albert-Eden, Devonport-Takapuna, Ōrākei, Waitākere Ranges, Waitematā, Whau

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Fairly Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups	Very Important



#10597



and helping community climate action through our Climate Activator.	
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Very Important
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Fairly Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Not Important
Working with the community on activations in the Mt Albert Civic Square.	Not Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Fairly Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

Devonport-Takapuna Local Board Priorities

7b. What do you think of our proposed priorities for Devonport-Takapuna in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Progress the detailed business case and delivery of a new library and community hub in Takapuna.	I don't know
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#10597



Complete the Devonport-Takapuna Local Parks Management Plan that will guide decisions on the use and management of our parks and open spaces.	Fairly Important
Implement priority actions from the Devonport Takapuna Ethnic Plan.	Fairly Important
Continue to build relationships with Iwi and Mataawaka to promote projects of interest to Māori including the restoration and improvement of Te Uru Tapu.	Not Important
Invest in the delivery of key events in our town centres to support local businesses and showcase our area to visitors and locals alike.	Fairly Important
Continue to renew and improve community facilities including the playground at Achilles Reserve and toilets and changing facilities at Becroft Park.	Very Important
Continue support of our valued art partners who provide a wide range of programmes, exhibitions and live productions and performances.	Not Important

Tell us why

7c. What do you think of the Devonport-Takapuna proposed priorities for the 10-year budget 2024-2034?

Maungakiekie-Tāmaki Local Board Priorities

7b. What do you think of our proposed priorities for Maungakiekie-Tāmaki in 2024/2025?

More specifically, what do you think of each priority we've listed above?



#10597



Support community groups and community-led activities by continuing to provide local community grants.	
Building the capacity and capability of local community and sporting groups towards long-term sustainable funding models and independence through our strategic partnerships programme.	
Empowering community groups and organisations to deliver community events through sustainable funding models.	
Collaborate with mana whenua and neighbouring local boards to protect and restore our waterways through Tāmaki Estuary Environmental Forum and Manukau Harbour Forum.	
Encourage our rangatahi / youth and community to be leaders in climate action. For example, through programmes like Tiakina te taiao and Ope (biodiversity and climate action education programme in schools), Love Your Neighbourhood (environmental volunteer grants) and Songbird programmes (community pest control and biodiversity initiative).	
Support business associations to continue supporting local businesses and ongoing growth, development and liveliness of town centres, including assisting Onehunga Business Associations proposed BID expansion.	

Tell us why

7c. What do you think of the Maungakiekie-Tāmaki proposed priorities for the 10-year budget 2024-2034?



#10597



7d. Onehunga Business Association is seeking an expansion of its Business Improvement District programme boundary area. If it is successful, businesses ratepayers and owners located within the expansion area will become members of the Onehunga BID programme and pay the associated BID target rate.

Do you support the expansion of the Onehunga Business Improvement District (BID) programme and associated BID targeted rate?

Tell us why

I support most priorities

Ōrākei Local Board Priorities

7b. What do you think of our proposed priorities for Ōrākei in 2024/2025?

Fairly Important

More specifically, what do you think of each priority we've listed above?

Complete the seismic strengthening of the Remuera Library	Very Important
Progress the Meadowbank Community Centre development.	Fairly Important
Assess the reactivation of facilities at Tagalad Reserve and work towards providing access for the community.	Very Important
Continue to work with our many community volunteers to eradicate plant and animal pests in our natural environment, including at Pourewa Valley and in our many beautiful parks and urban forests, and support other environmental activities, for example, the Environmental Forum.	Very Important
Continue local initiatives to enhance neighbourhood connections and increase safety.	Fairly Important



#10597



Fund and support local events to showcase our spaces and benefit local residents and businesses.	Not Important
Continue to engage and better support our diverse communities and organisations, such as Auckland East Community Network and Youth of Ōrākei.	Very Important
Maintain efforts to monitor and improve water quality in our local waterways.	Fairly Important
Develop options and projects for a community facilities targeted rate for the financial year 2025/2026.	Not Important
Investigate ways to enhance council facilities in Ellerslie to better meet the needs of the local community.	

Tell us why

7c. What do you think of the Ōrākei proposed priorities for the 10-year budget 2024-2034?

Waitākere Ranges Local Board Priorities

7b. What do you think of our proposed priorities for Waitākere Ranges in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Initiatives to support community resilience and safety.	I support most priorities
Progress priority actions from the Waitākere Ranges Local Climate Plan (currently under development).	Very Important
Restoration and enhancement of significant ecological areas on local parks and in buffer zones around the regional park.	Fairly Important



#10597



Operating grants for arts and culture programmes delivered by our community arts partners, such as Te Uru.	Very Important
Continue to activate library spaces with programmes, services and events.	Fairly Important
Operating grants to support Glen Eden and Titirangi Community Houses.	Fairly Important
Invest in our relationship with mana whenua, Te Kawerau ā Maki.	Fairly Important
Initiatives to support youth/rangatahi.	Not Important
Progress an application for Waitakere Ranges Heritage Area to become a dark sky place.	Fairly Important

Tell us why

Very Important

7c. What do you think of the Waitākere Ranges proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#10597



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Continue and enhance support for the CBD library activities, staff, and facilities as it is used heavily by a wide variety of CBD residents. These include many AUT/AU students who provide significant income to many CBD businesses. For example, there are no vacancies on Lorne street business buildings.



#10597



It would be great to facilitate the renewal of the St. James theatre if there is anything the council can do. Perhaps a special rate for Undeveloped CBD properties over 1000 square meters of \$100 per year per square meter?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#10598



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

I oppose the proposal to lease the operation of the port for 35 years for the following reasons:

Disregards Expert Advice: The proposal ignores expert advice on the port's unsustainable location, as evidenced by the conclusions of the last three port studies.

Hidden costs: Locking the port into its current location until at least 2060 will impose billions of dollars of road and rail costs on future generations as freight flows increasingly strain our already congested transport network.



#10598



Long-term Impact: Prolonging the status quo until at least 2060 will prevent Auckland from realising the significant social, economic, and environmental potential we could achieve by transforming the industrial port zone into a thriving urban environment, as we've done with Viaduct Harbour and Wynyard Quarter.

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

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **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



#10598



<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 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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#10598



6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

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?



#10601



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

I oppose the proposal to lease the operation of the port for 35 years for the following reasons:

Disregards Expert Advice: The proposal ignores expert advice on the port's unsustainable location, as evidenced by the conclusions of the last three port studies.

Hidden costs: Locking the port into its current location until at least 2060 will impose billions of dollars of road and rail costs on future generations as freight flows increasingly strain our already congested transport network.



#10601



Long-term Impact: Prolonging the status quo until at least 2060 will prevent Auckland from realising the significant social, economic, and environmental potential we could achieve by transforming the industrial port zone into a thriving urban environment, as we've done with Viaduct Harbour and Wynyard Quarter.

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

Tell us here:

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

Tell us here:

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

Tell us why:

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

Tell us why:

6a. What do you think of these proposals?

Resume the **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



#10601



<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 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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#10601



6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	Do more
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	Do less

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?



#10634



Support most of the proposal

Tell us why:

Strongly in favour of the "time-price" adjustment so that people are more incentivized to use public transport.

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

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

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

Consider redeveloping the stadium precinct

Tell us why:

If the maintenance fees are higher than the returns for the North Shore community (both in a financial and social sense), there is no reason to keep it as is.

4a. What is your preference on the proposal to establish an 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:

In the aftermath of the floods, it is important to establish such a fund for ready relief. However, more information surrounding checks and balances, how the fund is to be utilized need to be disclosed for public information. It is important for the council to be transparent about these issues given the significant financial value of this fund.

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



#10634



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

Leasing the port would be financially beneficial for the Council, especially valuable since the floods and other costly central government policies. However, I am reluctant to commit to a 35 year long lease, would much prefer a shorter timeframe. There is also little to no public information available about the entity the Council intends to lease the port to. I am not completely opposed to increased privatization where necessary, but I am concerned if the freight company is stationed overseas, and thus harder to negotiate with should conflict arise (given that the terms of the lease can always be frustrated and result in costly litigation). Comparative to the 35 year-long lease on offer, I am inclined to think that the current pay-out amount is too low. Can the Council perhaps negotiate a higher upfront payment? Furthermore, the Council needs to reassure Auckland residents of any drastic changes they should expect to CBD life following the leasing of the ports (similar to Tauranga perhaps?)

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

Continue to use it to fund council services

Tell us here:

Investing in infrastructure is crucial and we need to see more of it.

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.



#10634



Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>



#10634



Re-introduce recycling charges for schools.	Do not support
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.	I don't know
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Water infrastructure and council funding

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



#10656



Not really

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

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

Efficiency over cost

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

Redundancy

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

I don't know

Tell us why:

New to city

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

I don't know

Tell us why:

New to city

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



#10656



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Council

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

Continue to use it to fund council services

Tell us here:

Council

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

Tell us here:

No but this is what we need

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

The community is dying

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#10656



Tell us why:

Public benefit

6a. What do you think of these proposals?

<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>



#10656



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

I'm new to the city

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: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

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

no

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



#10690



Less funding for transgender promotion, race based activities and strategies, tech/camera installation on roads in Smart Cities, any further building of cycle paths or raising of pedestrian crossings. Stop projects like the demolition of carpark buildings or the building of parks where these lands are already leased out (eg Kartsport),

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Auckland cycle ways (except for Tamaki Drive, where cycles were already in prolific use) have been designed for someone's idea of an ideal future. They have been horrendously expensive. They should be stopped immediately. Any public transport services that are not supported by the public, should be reduced. Super Gold card... yes reduce the hours of use. Stop low emission buses, electric ferry and Queens Wharf 5xgenerator plans. No more bus transit improvements.

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

We need to pull in the belt

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

All the 'get less' outcomes

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

Consider redeveloping the stadium precinct, Other

Tell us why:

I heard the CEs of Football, Tennis and Rugby (not sure Union or League?) and they all agreed with keeping a lot of the well operating facilities but redeveloping the things that were not working well... to attract the right public usage.



#10690



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

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

Tell us why:

I have no confidence in the fund being used usefully (as happened last time) and why would we lease the port now that is working at a profit. Also with the Airport Shares... why would we sell that which give us income.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Continue to use it to fund council services

Tell us here:

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

Tell us here:

Dont know about that

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



#10690



No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

We need to help our port be profitable.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>



#10690



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.	I don't know
Re-introduce recycling charges for schools.	Support
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.	Do not support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Stick to the basics. Avoid fancy projects. Ignore any strategies that have the lowering of carbon emission as the goal. This has been a giant disinformation strategy promoted by a few who stand to gain. There are a great many scientists who disagree with high carbon being the reason Climate Change is happening. Be frugal with projects till we live within our means. Consider people who are financially hurting but I agree, we all need to help pay the bills with our tax share. Just don't waste that money on pie in the sky, impractical ideology projects!!



#10690



Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important



#10690



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

I am for conservative financial spend activity

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Library services- I don't know, but Auckland Lib looks like it is well supported and fine.

Omnibus Local parks Management- no. These parks are fine as is.

Greenways Walking and cycle ways- no!!

We need to reduce spending and certainly not spend on any more cycle ways on roads that spoil it for businesses, traffic flow and parking... and cost a fortune.

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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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

Pest management in regional parks

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



Sports fields

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I support cycleways

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

Reducing carbon emissions from the transport network

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

Building roads

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

I don't know

Tell us why:

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

I don't know

Tell us why:

I'm not opposed but I don't think the benefits are clear

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



#10707



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

Remove port out of Auckland

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:



#10707



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>



#10707



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#10707



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	I don't know
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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?



#10761

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I would like the previously-planned initiatives, such as some raised pedestrian crossings and cycleways to continue.

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

Public transport + public transport infrastructure. Walkable spaces

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

Cars and car-oriented infrastructure

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

I don't know

Tell us why:

It is not clear whether redeveloping the stadium precinct would eventually end up costing more.

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

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

Tell us why:

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



#10761



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Continue to use it to fund council services

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?

I don't know

Tell us why:

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

I don't know

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

Support



#10761



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the 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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	I don't know
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know



#10761



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

-Increased resources for Māori-led projects

-Climate action, such as low emission public transport, walking and cycling infrastructure, urban ngahere, food gardens etc.



#10779



- Better cycle-ways!
- We are living in a critical window of time that could hugely influence the future. Let's do all we can to support Auckland being liveable for our children, their children, and their children after them.
- More public exercise facilities and outdoor space, widen footpaths, reduce the number of lanes for roads in urban areas.
- Support more brownfield development allow transport corridors
- Pumptracks, learn to ride tracks, bike skills courses, trails, and other recreational cycling facilities where people can safely grow their confidence on a bike
- Eke Panuku's redevelopment of town centres, which often includes making safe walking and cycling connections, as well as improving access for disabled people.
- Improvements aligned with the Central Rail Link like the Karanga-a-hape station improvements project, which includes a protected cycleway along part of Pitt street, a pedestrian mall in Mercury Lane, and could include improvements for Canada Street
- The Making Space for Water programme's inclusion of "blue-green corridors". These are walking and cycling paths through greenspaces and alongside streams, adding to our walking, cycling network while also creating a natural drainage area.
- Auckland Climate Grants and the Live Lightly Programme which can fund community-led programmes to empower people to ride bikes for transport
- More investment for local boards: enabling them to better deliver on local climate action plans and local transport priorities

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

- Build less new roads.
- Less greenfield development

2. What do you think of the transport proposal?

Support most of the proposal



#10779



Tell us why:

I support investment in public transport. We are in a climate emergency, and urgent action is required to reduce emissions. Transport contributes over 40% of Tāmaki Makaurau’s emissions, this is a key area to invest in emission reduction for the city.

Council needs to disincentivize private vehicle usage, and provide better public transport options. Once public transport is improved, Auckland council needs to implement a congestion charge.

I disagree with stopping funding for raised pedestrian walkways and cycleways. I think walking and cycling should be made safer to encourage mode shift.

- Wanting increased investment in cycling infrastructure and maintenance. Investing in cycling has benefit-cost ratios of anywhere from 10:1 up to 25:1
- Support for more raised pedestrian crossings and increased maintenance of our footpaths
- Support for “Dig Once”: aligning delivery of transport projects with delivery of other infrastructure such as water improvements, to reduce costs and disruption overall.
- Auckland Transport could leverage road renewals and maintenance for quick fixes that make streets safer for walking and cycling every time a road is repaved, repaired or repainted.
- Support for multi-modal trips: such as the proposed \$50 weekly cap for public transport, bikes on buses, more investment in train services,
- Advocate to Central Government and Waka Kotahi for a lane on the existing Harbour Bridge to be reallocated for walking, cycling, and wheeling.
- The UN for Environment recommends 20% of our transport budgets are towards walking and cycling but Auckland Transport typically allocates under 1% of our transport budget on cycling – we are massively underinvesting!
- Auckland Council committed to the Transport Emissions Reduction Pathway, and Te Tāruke-ā-Tāwhiri, Auckland’s Climate Plan we need to ensure we are meeting these!

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

- Cycleways! Safe cycle infrastructure, accessible for all kinds of bikes, that get people where they want to go. More end-of-ride facilities for all kinds of bikes, more repair stations along key routes, and better, more regular maintenance of pathways



#10779



throughout the city. The sooner this stuff is in the ground, the better off our city will be. A safe, connected cycle network can be delivered fast and affordably by reallocating road space and using pop up protection like concrete or rubber separators

- More safer speeds (30km/hr) for residential areas, around schools, and through town centres, with traffic calming and raised pedestrian crossings so that everyone can get to where they are going safely
- Low traffic neighbourhoods or using modal filters (stuff like planter boxes and bollards which prevent cars coming through into a neighbourhood from a main road, but allow for bikes and pedestrians) as a fast and affordable way to make safer streets and empower people to walk, cycle and wheel for their trips
- Finishing the Great North Road Improvements, Upper Symonds & New North Road Upgrade Project and the Grey Lynn traffic calming

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

- Auckland Council investigating the potential for a dedicated bike ferry across Te Waitematā between CBD and the North Shore. Just have a dedicated lane for walking, cycling, and wheeling across the existing Harbour Bridge. W
- Spend less on road widening for projects, and instead reallocate road space for delivery of walking, cycling, and public transport networks, creating an overall more efficient, affordable, and climate conscious transport network

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

Tell us why:

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

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



#10779



Tell us why:

Selling airport shares makes no financial sense – the interest saved on reduced overall debt is lower, and it's just a step down the road to privatisation, and it will be very difficult to return the land and future value of the shares to the public once these shares are sold. This has implications for Māori land interests: the Waitangi Tribunal cannot recommend return of private land, so airport land will be permanently alienated from Māori. This also would impact climate action: we need coordinated transport hubs, which is harder when airports are privatised.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

This locks Auckland in to having the port where it is for the next 35 years.

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

Continue to use it to fund council services

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?



#10779



Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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.	Other
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).	Support



#10779



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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

I support resuming the Water Quality Targeted Rate, but do not support it decreasing.

Local board priorities

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

Waitematā



#10779



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important



#10779



Tell us why

I support all of them.

I also support finishing of the Grey Lynn Cycle-ways and Great North Road Improvements

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

I support them

8. Do you have any other comments?

I would rather pay a little now than pay a lot later for the consequences of climate inaction. We want a strong partnership between Auckland Transport, Auckland Council and central government so that funding can be used most effectively.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

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?



#10780



Support most of the proposal

Tell us why:

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

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

Fewer bikeways. I'm a biker myself but I don't believe Auckland's hilly topography favours bikeways as a significant public transport option

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

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#10780



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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Auckland's waterfront needs to have greater public availability

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#10780



<p>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.</p>	
<p>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).</p>	Support
<p>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.</p>	Do not support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support
<p>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</p>	Support



#10780



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important



#10780



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

Important to preserve and enhance the special character of our area

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

A sensible compromise

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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

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

Support for arts, culture and creativity via local boards. Investment into arts and culture facilities, both Council-owned and private. Investment into local festivals and independent artists and companies through regional grants. Screen Auckland production attraction and facilitation. Development and support of creative industries.



#10802



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

Facilities and activities that deliver largely personal benefits to few people, such as golf courses across the city.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I fully support investment and growth in our public transport systems and infrastructure, and I think the proposed ways of paying for this is logical. I would want to see cycleway initiatives continue, as more cycleways encourage more people to cycle and keep cyclists safe on the road. If underused bus services were going to be reduced or removed, I would want an investigation of why they are underused so that this information can be used to design better routes/services that are more likely to be popular.

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

Additional cycling and walking connections. Maintain and increase public transport services. Airport to Botany busway. Environmental protection programs, such as electric trains, low emission buses, and ferry decarbonisation.

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

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

Consider redeveloping the stadium precinct

Tell us why:

Considering that data that this is the least utilised facility in the stadium network, it seems illogical to continue maintaining it in its current state at such a high cost. It would be much better to put those funds towards its redevelopment in consultation with the local community.



#10802



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

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

Tell us why:

Once sold, we can never get this valuable asset back. Of course, international travel has taken a downturn in recent years due to Covid, but this has great potential to change. Furthermore, keeping our shares allows us as a city to retain some measure of control over this asset and have control over how the funds we receive from it are allocated.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Selling the port creates a one-off outcome at the expense of keeping this asset under the control of the public, while giving up ongoing future income from the dividends. We saw in Australia that this form of privatisation costs local economies hundreds of millions of dollars. Putting investments into a 'future fund' sounds good in theory but my concern is that we as rate payers will be paying fund managers to seek returns on the investment whereas we could be using the money we currently make to focus on council services and city improvements that directly reflect the needs and desires of Aucklanders.

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

Continue to use it to fund council services



#10802



Tell us here:

A fund with revenue committed by council to return money for council could be a good idea, but I'm uncomfortable with a fund that essentially privatises our assets and does not guarantee future gains. This money would be better spent on council services that we know need more funding right now.

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Transferring these wharves doesn't decrease the value or change the operations of the port but could still be used to provide some other benefit to Aucklanders.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

In this case, it's better to maintain the scale of port operations and amount of dividends received. We want to use the port to its maximum benefit and certainly don't want to increase the amount of freight trucks on our roads.

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	Support
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#10802

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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	I don't know



#10802



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important



#10802



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

I consider these all to be important projects that focus on community wellness and promoting our unique culture and heritage which is vital not only for tourism but also for creating an engaged and vibrant community.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I support the proposed priorities. It is essential we maintain and develop our public and (especially) green spaces to make Auckland a pleasant, easily traversible, liveable city that provides spaces for people to freely meet and access resources. Walking and cycling connections are important for promoting less car-usage, beneficial for physical and climate health. I want to see our city centre become a welcoming, thriving space with more parks, pedestrian only streets, and safety measures like better lighting and more pedestrian crossings. In addition to this, I would like to see greater investment in the arts, cultural, and creative community, which are still struggling after Covid and are important for Midtown regeneration. Bringing people into Midtown not only helps the economy, but also safety, social cohesion, making our city more inclusive and welcoming, helping us to attract and retain new residents and industry, boost the local economy, create jobs, and make the city more prosperous.



#10802



8. Do you have any other comments?

Overall, the proposals seemed focused on environmental and transport issues which badly need to be addressed. However, investing in arts and culture is also extremely important for revitalising our city's economy, bringing people together, and engaging with political issues. Arts and culture boost mental and social wellness, attract tourists, and have a positive knock-on effect on our restaurants, hotels, transport, and other sectors. Going to arts and cultural events is one of the main things that brings me personally into midtown. But it can also be used as a tool to connect and revitalise local communities. For example, the recent Onehunga Arts Walk introduced me to some great venues I would otherwise have no idea about, allowed me to meet new people outside of my usual social sphere, and see the potential the area holds as a vibrant space for community, arts, and hospitality. The arts are a vital tool for activating public spaces and I would love to see this recognised and considered.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Cycling infrastructure! It continues to be the most cost effective solution and yet we don't invest in it. Put cycle lanes everywhere, and fast!

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



#10817



We don't need more motorways.

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

You are cutting the public investments to favour private ones. In a world with limited funding that should all go to public infrastructure and active infrastructure as that benefits everybody.

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

Public and active transport infrastructure.

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

Anything that tries to magically fix congestion by making things better for cars

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

I don't know

Tell us why:

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

I don't know

Tell us why:

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



#10817



I don't know

Tell us here:

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

I don't know

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Support



#10817



<p>the protection of native ecosystems 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 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.</p>	Support
<p>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).</p>	I don't know
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know



#10817



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I don't know

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know



#10817



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

More cultural events to showcase the works of local artists and performers.

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



#10820



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

Cycleways and pedestrian infrastructures are vital for the future of our city. More optimised lanes simply means more people using cars in 10 years time and the same problems rearing their ugly heads. Public transport investments are good and would like to see more done there.

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

Cycleways, pedestrian infrastructure, public transport.

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

Personal vehicle infrastructure.

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

I don't know

Tell us why:

I'm not from the North Shore, nor do I know enough about the economic benefits of a stadium.

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

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

Tell us why:



We should not sell our shares in AIAL.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

The long term profitability of our assets is more important.

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

If it truly has no long term affect on the operations of the port, I think opening up more of that Lower Queen Street area for public use would be good for businesses in the CBD.

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



#10820



Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	I don't know



#10820



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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#10820



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

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

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?



#10822



Tell us why:

2a. Is there anything you would spend more 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)?

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

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I oppose the proposal to lease the operation of the port for 35 years for the following reasons:

Disregards Expert Advice: The proposal ignores expert advice on the port's unsustainable location, as evidenced by the conclusions of the last three port studies.



#10822



Hidden costs: Locking the port into its current location until at least 2060 will impose billions of dollars of road and rail costs on future generations as freight flows increasingly strain our already congested transport network.

Long-term Impact: Prolonging the status quo until at least 2060 will prevent Auckland from realising the significant social, economic, and environmental potential we could achieve by transforming the industrial port zone into a thriving urban environment, as we've done with Viaduct Harbour and Wynyard Quarter.

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

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

Because they are liabilities and will require significant amounts of capital to reinstate them, and they will serve little purpose to the urban environment

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#10822



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#10822



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 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: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	As proposed

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?

No increased investment in new sports stadia - particularly in the waterfront area.



#10848

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Hopefully promoting efficiency while being careful of cost.

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

Improved traffic control systems eg smart traffic lights which are sensitive to traffic volume and automatically adjust to better flow - also would reduce waiting time/carbon dioxide emissions

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

cycle lanes and excessively expensive pedestrian crossings.

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

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

We try to support too many stadia in Auckland. Ensure availability and enhancement of regular playing fields/facilities and sell the stadium to reduce costs.

4a. What is your preference on the proposal to establish an 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:

Auckland needs a 'Future Fund', it does not need to be a shareholder in Auckland Airport. Council will always have a say in the operation of the airport precinct simply it is the regional authority.



#10848



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:

Auckland would get the best of both worlds - income and another investment in the Future fund together with better consolidation of port services and public access.

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

Other

Tell us here:

This is a 50:50 option. It would become an annual debating point as to where income was applied - the Fund or expenses. The Fund would suffer!

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

the Bedisloe terminal should be included in the lease deal - if there is one.

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



#10848



Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

the space can be better utilised in creating income and ensuring the capacity of the port.

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in	Support



#10848



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Charge churches and government entities rates for their land use.

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
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#10848



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

Local Boards are largely ineffective, a poor expression of democracy - not value for money.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Eliminate local boards - deal with matters through an effective Council.



#10848



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	
City and local development	Do more
Environment and regulation	
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	

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

Improvements alongside the new CRL for cycling.

supporting the 'Making space for water' aspects which havew cycle & walking paths beside streams and rivers.



#10865



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?

Support most of the proposal

Tell us why:

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

Connected & Protected Cycleways

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

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

Tell us why:

4a. What is your preference on the proposal to establish an 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?



#10865



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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



#10865



<p>for next year than previously planned. This reduces this rate 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 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).</p>	<p>Support</p>
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?



#10865



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: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do more

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

Protect our heritage areas like Parnell, Ponsonby, Freemans Bay, St Mary's Bay, Herne Bay and restore our heritage buildings like the Leys Institute Library, St James Theatre, Civic Theatre etc.

More work on protecting heritage buildings in all our suburbs. Beautiful and interesting cities in other countries preserve their historic buildings and history and put it on show



#10892



for locals and visitors and tourists. No one goes to a city to look at high rise high density apartment blocks.

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

Less sponsorship and promotion of events until we have completed the capital works of infrastructure and a public transport system that primarily meets working people's and school children's needs for transport to work and to school.

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

No more speed bumps to be built and no more work on roads that makes them narrower please. In particular, where there are bus stops that stop all traffic when the bus stops on them that seems like a dangerous way to stop traffic unexpectedly. Eg at New World Victoria Park - if a bus stops all traffic intending to go up College Hill is forced to suddenly stop. In Three Lamps Ponsonby the recent work to narrow the roads from two lanes plus a bus park to one lane, is dangerous especially as at Pompellier Terrace emergency vehicles - Fire, ambulance and Police - have no option but to navigate these to get to Redmond Street and Jervois Road so they can access St Mary's Bay, Herne Bay, Westmere, the Harbour Bridge and Westhaven. Also it seems sensible to stop work on bike lanes until people start using them for cycling to work and school not just for recreation in the weekends.

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

A park and ride at either Drury or Papakura Karaka would make a lot of sense. Buses could use the motorway to take many more people to work and to school.

A multi-storey carpark at Papakura Train Station has been talked about for years and maybe one at one of the new stations proposed for Drury would be good to put on a future development plan.

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



#10892



Trying to create a cycle way along part of the Great South Road known as Takanini Straight cycleway has not been a success so it would be better to erase the painted lines and put it back into a two lane in each direction road and encourage people to use the new cycleway along State Highway 1 that was purpose built and completed in 2019 and joins up with the rest of State Highway one's cycleway from the Waikato.

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

I don't know

Tell us why:

I have never been to this stadium.

4a. What is your preference on the proposal to establish an 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:

Spreading the risk in the share portfolio seems reasonable and likely to bring better returns on the investment.

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:

The Auckland Future Fund should have a very defined purpose - ie to fund our infrastructure renewal etc. But we should also require developers of new suburbs to pay for the roads and paths, greenspaces, water and sewerage that new suburbs need.



#10892



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

Continue to use it to fund council services

Tell us here:

I think that if we don't lease the Port operations we need to use the income from them to support rail freight and reduce reliance on long haul truck transport. We could also at some time perhaps charge trucks for wear and tear on our local roads and make it more cost effective to rail freight containers etc. Probably a dream but it would reduce fossil fuel emissions too.

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

Tell us here:

A document that sets out very clearly what projects the Future Fund is for and how it can be accessed would be needed. A Future fund should be about building capital assets in infrastructure. For example it should aim to build a second harbour crossing perhaps and extend public transport services to the North Shore and then to Rodney and Helensville. Protect our environment from Climate change with provision of sea walls or similar?

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

Other

Tell us why:

Not sure about this idea due to predicted Climate Change and sea level rise - what effect might these have on developments on these two areas that are already well into the harbour at the end of a significant amount of reclaimed land that goes back to lev

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



#10892



Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

It appears that by keeping Bledisloe wharf as a port operational area we are keeping trucks off the roads and encouraging railway use. The funds from port operations on Bledisloe could be invested in improving rail freight lines and extending them to the North Shore?

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>



#10892



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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?



#10892



Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

Preserving our heritage suburbs in Ponsonby, Herne Bay, St Mary's Bay and Freemans Bay is essential if we are to maintain Auckland as a beautiful and interesting place to live, work and visit.

It is really important to support ratepayers to preserve what



#10892



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

I think that the Greenways Programme 2013 should be deferred until there are no other building restoration or infrastructure projects needing urgent attention and I think that the Waterfront development programme should also be deferred. I agree with the other priorities to do with protecting our waterways and environment and our heritage buildings.

8. Do you have any other comments?

I think that Local Boards elected membership should be reduced in size and that they should have to set goals and report to the ratepayers of Auckland about what they achieve. Local Boards and Councillors should remember who elects them and who pays them and make sure they deliver what is needed and wanted. When they say that Auckland Council needs to cut its budget so that divesting its ownership of the Airport Shares or the Ports operations does not become necessary they should remember that they are part of the cost and they should be the ones working out how to slim down the organisation and improves its efficiency without cutting services like well maintained streets, water pipes, sewerage pipes, checking buildings are safe and built well, maintaining heritage buildings that they have responsibility for, maintaining parks, beaches and streetscapes with regular maintenance, collecting rubbish and disposing of it thoughtfully (smokeless furnaces that produce electricity?) and so focusing on the core business of a Council. This is needed until Auckland City has spare money or generous ratepayers who want to contribute to new amenities.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



Support most of the 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?

I don't know

Tell us why:

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

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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



#10897



Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

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



#10897



for next year than previously planned. This reduces this rate 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).	Support
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.	Support
Re-introduce recycling charges for schools .	Support
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.	Do not support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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



#10897



Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important



#10897



Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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

Fund a wide range of community activities (indoors and outdoors) for youth and children based in accessible local venues with paid facilitators.

Ensure open space is secured whenever more development occurs especially in the CBD which has little space for its tens of thousands of inhabitants.



#10916



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

Spend less on roading for greenfield development - the developers/landowners should be paying more for this infrastructure.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I fully support the commitment to affordable reliable public transport over the whole of Auckland. I feel the raised pedestrian crossings have slowed traffic to safe speeds in many areas and think we should continue building them. The needs of pedestrians should be first, before other transport modes. It's not acceptable to expect a pedestrian to walk 100m to a crossing. It is not a big issue if it takes a car one or two minutes longer to drive from one suburb centre to the next (e.g. Avondale to New Lynn).

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

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

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

Consider redeveloping the stadium precinct

Tell us why:

It seems the NH Stadium has been poorly used since it was built. I do not believe more money should be spent on it. Internationally stadiums are known to be expensive infrastructure and in Auckland we have several which cost us a lot for dubious benefit. Sports facilities (indoor in particular) are over catered for in my opinion. Those who play sport seem to feel they should have world-class facilities for free. In comparison facilities for cultural activities are mostly pretty basic and libraries are funded to a minimal level in spite of being popular with all ages and being rich community hubs.



#10916



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

Other

Tell us why:

I would support the establishing of an Auckland Future Fund IN PRINCIPAL but do not agree that selling the remaining AIAL shares should be a part of this.

There needs to be a lot more public discussion of this very important issue. I do not have faith in our mayor, whose idea it seems to be, or his financial acuity. We should not consider selling any more assets without this debate.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Retaining Council ownership and control of POAL gives Council more flexibility - there is no guarantee that the Port will be a viable business in 35 years time. This could result in huge problems for future Councils.

Auckland rates are already lower than in most parts of Aotearoa - talk of lowering rates is pandering to the mentality which has in the past meant councillors have failed to spend adequately on infrastructure and maintenance. We have seen the problems arising from that. Now is not the time to talk about dropping rates.

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

Other

Tell us here:

Continue to use POAL income to fund council services.



#10916



While I would support the establishing of an Auckland Future Fund IN PRINCIPAL but do not agree to any specific allocation of funds to it at this time.

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

Tell us here:

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

I don't know

Tell us why:

If POAL is to be viable and provide Council with income than any change to how much of the waterfront they are using should be considered in this light.

If land is available because no longer useful to POAL I believe it should become public space. The te

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

I don't know

Tell us why:

If POAL is to be viable and provide Council with income than any change to how much of the waterfront they are using should be considered in this light.

If land is available because no longer useful to POAL I believe it should become public space. The tens of thousands of inhabitants of the CBD who mostly live in apartments are very poorly served for outdoor space.

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

Support



#10916



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the 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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support



#10916



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important



#10916



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Good focus on spending in areas that will benefit and enable all to use and enjoy their locality, indoors and outdoors. The focus is on work where there has been good consultation so the plan is meeting the community's expressed needs.

8. Do you have any other comments?

Ensure basic services are maintained for timely delivery by keeping good staffing at this level (e.g. librarians, maintenance staff, consent staff etc). I support the idea of doing better with what you have - Council should also consider whether outsourcing many of its operations (e.g. rubbish collection) is the most cost effective way to run a Council.

Council Controlled organisations should be required and supported to work in an integrated way with each other and with Council policy and general Council officers.



#10916



While accountability is important, (see CE Phil Wilson's statement) good management does not mean endless checking of your employees - the Council officers need to have good managers that manage by having a knowledgeable overview of the work that needs to be done and developing a positive service-focused ethos in their team. Council is NOT a business, but a service which we in the community have out-sourced and entrusted to you.



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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

I support more funding for regeneration and redevelopment of our city streets and spaces. This should include active transport (bikes and walking), and pedestrian malls, especially on Queen Street and in the City Centre, but also elsewhere in the city.



#10923



I also support more funding for the redevelopment of spaces in the city. One notable example was the recent Waimahara installation at Myers Park, and personally I think the carpark next to it should be regenerated into a people plaza.

I also want more funding for environmental and park services, and ensure that we do not lose any services.

Overall I do not want any cuts to Council services, and would like the expansion of urban renewal, public transport and climate action, otherwise we are ruining our future as a city.

I also support the implementation of surface light rail, and this can be funded through the redevelopment of the Dominion Road Flyover, which while requiring some investment from council would net a massive profit, allowing council to do the prework of light rail in Auckland through a city centre to Mt Roskill surface light rail project.

I also support Auckland Council controlling more of its priorities in city deals with Central Government.

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

n/a

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not fully support this plan as it does not include investment and commitment to a surface light rail rapid transit network. Any work on a busway in the North-Western corridor should be future proofed for surface light rail and there should be commitment to surface light rail along the City Centre to Mangere corridor, starting with a City Centre to Mt Roskill line. I worry without this we will not be able to address Auckland's congestion issues as projected growth in these corridors would require higher capacity transport modes such as surface light rail.

I would also like more funding for cycling and walking as these are some of the most cost effective ways to spend money as a council.

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



#10923



I want to see Auckland Council spending more to develop a surface light rail network, with a City Centre to Mt Roskill line constructed as a priority. There has been significant design work done by Auckland Transport and Waka Kotahi on surface light rail pre-2019. Adopting these plans will allow any work to be fast tracked with only minor updates and improvements needed. This can be funded through the redevelopment of the Dominion Road Flyover, leading to significant funding for a lot of the pre-work required.

Congestion is a major issue in our city that costs Aucklanders time and money. It restricts our growth and potential. Consistent work done over the last decade has shown that we cannot only rely on our bus network in our busiest corridors in order to address our cities transport issues. Surface light rail provides a higher capacity solution that is affordable, deliverable, environmentally friendly, and will connect communities in Auckland. It provides a plethora of economic benefits that will create jobs and help businesses while improving our streetscapes to make our city a better place to live.

Additionally, I support more funding for active transport, and public transport in order to expand our networks and services. This is essential in order to address climate change, and I would be entirely happy to spend more of my rates on these things. Especially as cycling and walking networks get more money back than is spent, and also allow significant improvements in the cityscape.

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

n/a

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

Consider redeveloping the stadium precinct

Tell us why:

I don't mind redevelopment of the precinct, including redevelopment of the stadium to something better suited for the North Shore and wider Auckland. This shouldn't come at the cost of other things however.



#10923



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

Other

Tell us why:

I am not opposed to the establishment of an Auckland Future Fund, and am also not apposed to the transfer of the holding of Airport Assets into the fund, but this should be done if there is a LONG TERM financial benefit. Overseas examples of urban wealth funds (comparable in some ways to the Future Fund) run with the goals of long term sustainability and long term revenue, and any future fund should be run with THAT in mind. It is important that the management of such a fund does not prioritize should term gains or dividends in a way that is not sustainable. This may mean the airport shares are fully or partially sold, but it may not and could be used to further and diversify the future fund.

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

Other

Tell us here:

I think it is very important to maintain control over the port in such a way that private interests cannot overtake and monopolises the port in such a way that has occurred when countries have leased the port out. I would not be opposed to the transfer of the port into the future fund to be run and funded, but I do not think the leasing of the port is a good idea (Unless STRICT constraints were placed on the leasing group that does not allow them to rout people who use the port). The future fund could have divisions that run the port and ensure the revenue is used for LONG TERM sustainability and revenue, and match council objectives.

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

Invest in the proposed Auckland Future Fund



#10923



Tell us here:

The Auckland Future Fund is a great idea, and will allow revenue streams that are not subject to consistent pollicisation every 3 years, allowing us to be more resilient and have diversified revenue. The profits and dividends from the port (and perhaps the asset value) could be used to supplement this fund and build it up.

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

Tell us here:

I support the Future Fund, and also believe a temporary rates rise or levy could be used to produce the starting capital for the fund. This would be a good way to raise additional, or supplement gaps in the fund if feedback is very opposed to the other methods in which to build the fund up.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Opening up that public space on the waterfront would be very beneficial to Aucklanders, and being able to move cruise ships there would reduce the impact on ferries. Additionally, more investment in rail, and transport options that move people like surfac

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

It seems like this is a lot of effort and money for the current situation, however I would support exploration into what this may look like, especially if parts of the port ever move elsewhere in New Zealand and having preexisting work to draw on could be useful.



#10923



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Other</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Support</p>
<p>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.</p>	



#10923



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

The CATTR should fund new or upgrade services, like buses but also light rail and other rapid transit work. I think its fine if businesses pay a bit more in that, and discontinuing it may mean similar levels of rates rises by residents and businesses than the status quo which I do not think will be equitable.

Local board priorities

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

Rodney, Waitematā

Rodney Local Board Priorities

7b. What do you think of our proposed priorities for Rodney in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver new and/or improved playground and play spaces in Goodall Reserve, Te Hana Reserve, Rautawhiri Park and Riverhead War Memorial Park.	Very Important
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#10923



Support communities to develop local community emergency leadership groups and emergency action planning in response to the findings of the Emergency Response Assessment study being undertaken in 2023/2024.	Very Important
Provide additional activities and programmes for children and young people maximising the use of our libraries, halls and open spaces, where possible.	Very Important
Continue to support our local arts centres in Helensville and Kumeu and look to extend arts experiences to other parts of Rodney.	Very Important
Continue to support community groups and mana whenua to keep our waterways clean and healthy and restore biodiversity.	Very Important
Support the community to minimise waste, turn it into resources, and promote education on waste reduction.	Very Important
Develop and refurbish toilet facilities in Glasgow Park, Dinning Road Esplanade Reserve and Port Albert Recreation Reserve.	Fairly Important
Develop pathway connections in Green Road Park.	Very Important

Tell us why

These are lovely priorities for the area.

7c. What do you think of the Rodney proposed priorities for the 10-year budget 2024-2034?

I support most of these, but would also like investment in cycling and walking networks in Warkworth and Matakana. I think specifically some investment should go into looking at pedestrianising Queen Street in Warkworth between the wharf street entrances.



#10923



As our local board area is so large, please tell us where you live so we can better understand the views from different communities

Warkworth

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#10923



Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

Seems like cool things to do

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I support these all, although I think more can be done for placemaking, and pedestrianisation and cycling. This should make more special places in our area of the city. I also support the advocacy positions, and would like advocacy on light rail down Queen Street, as well as a more connected cycling and walking network. Also less cars in the City Centre.

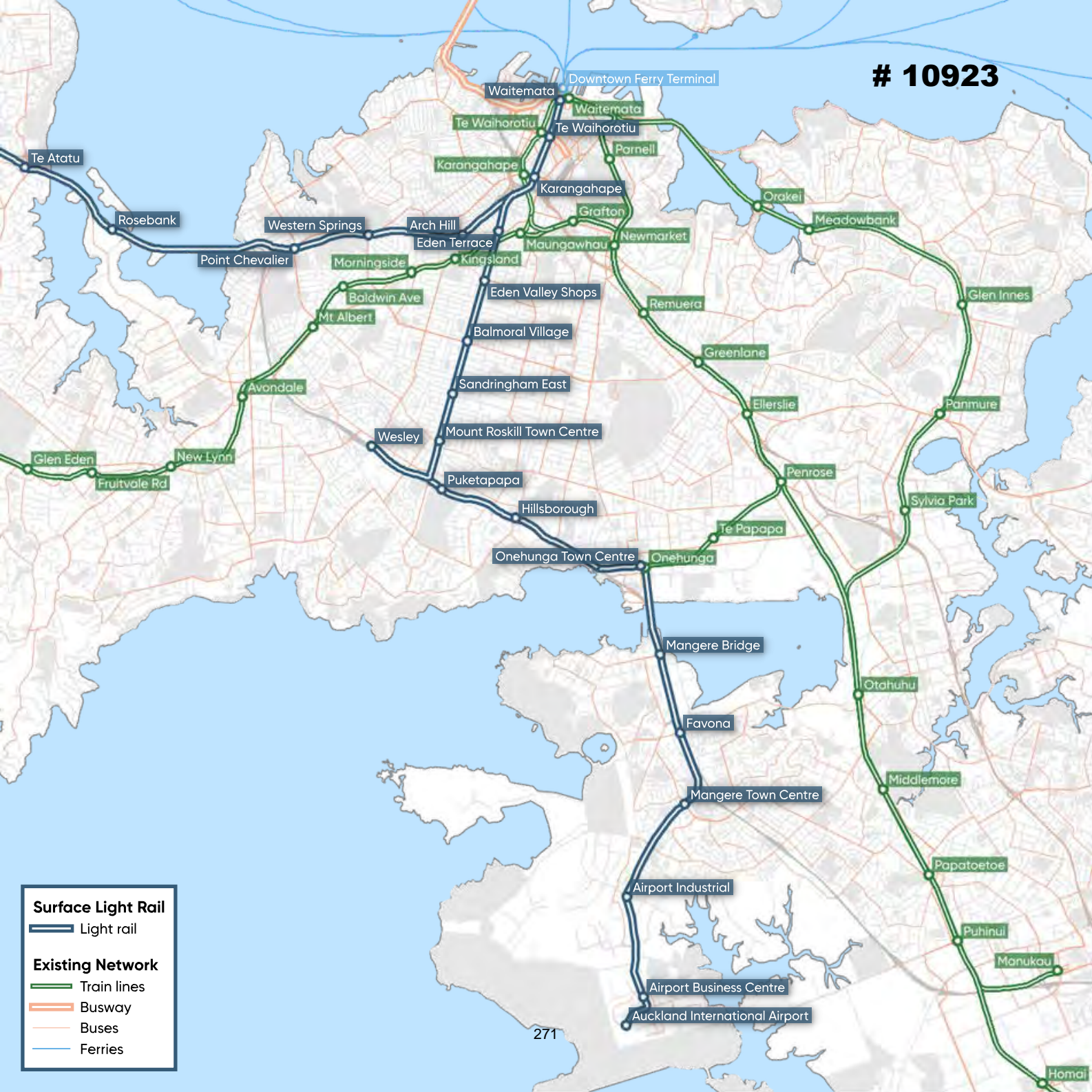
8. Do you have any other comments?

I support fully funding local boards, and I also support funding to make every member of local boards full time so they can actually devote themselves to the job properly. This also allows a wider range of people to get in, as having to have a part time job seems like it would take away from the members effectiveness.

I support more accountability for CCO's but also want to ensure we are not losing out on services or politicising basics as often happens. I also support the broad vision and principles of the plan, but want emphasis and commitment to funding things for the future, not just maintaining the present (although that is important). This is most true in transport and development, and more effort should be made, as I have outlined in my submission, to do this.

I have also attached Surface Light Rail's network map (page 1) that I support (starting with the City Centre to Mt Roskill line), and a research paper on the Copenhagen Port and its urban wealth fund that may be useful.

10923



Surface Light Rail

Light rail

Existing Network

Train lines

Busway

Buses

Ferries



THE COPENHAGEN CITY AND PORT DEVELOPMENT CORPORATION: A Model for Regenerating Cities

BRUCE KATZ | LUISE NORING

COVER PHOTO

AERIAL VIEW OF THE PORT OF COPENHAGEN

© Ole Malling

THE COPENHAGEN CITY AND PORT DEVELOPMENT CORPORATION:

A Model for Regenerating Cities

INTRODUCTION

Cities across the world face increasing demands at a time when public resources are under enormous pressure. Many older cities, in particular, are plagued by outdated transportation and energy infrastructure and underutilized industrial and waterfront areas, all of which need to be upgraded for a radically changed economy. This has sent many U.S.—and global—cities scrambling to find new vehicles for infrastructure finance given the unpopularity of increasing taxes and the unpredictability of national and state governments.

To revive their flagging city in the late 1980s, a coalition of national and local officials laid the groundwork for the Copenhagen (CPH) City & Port Development Corporation. Its success provides a 21st-century model for global urban renewal.

This paper explores how the Copenhagen model can revitalize cities and finance large-scale infrastructure by increasing the commercial yield of publicly owned land and buildings without raising taxes. The approach deploys an innovative institutional vehicle—a publicly owned, privately run corporation—to achieve the high-level management and value appreciation of assets more commonly found in the private sector while retaining development profits for public use. The model reflects what Dag Detter and Stefan Fölster describe in their forthcoming book, “The Public Wealth of Cities” (Brookings Institution Press, 2017), as capitalizing on unknown or radically undervalued and underleveraged assets.

Combining strategic zoning, land transfers, and revenue-generating mechanisms, this model has helped spur a remarkable transformation of Copenhagen over the past 25 years from an ailing manufacturing city to one of the wealthiest cities in the world. It has made Copenhagen’s industrial harbor a vibrant, multipurpose waterfront while channeling the proceeds of land disposition, revaluation, and development to finance the construction of an expanded metro transit system.

The Copenhagen public/private corporate model combines the efficiency of market discipline and mechanisms with the benefits of public direction and legitimacy. The model enables large-scale regeneration to be conducted in a more efficient and streamlined manner than can be done by public authorities alone.

In this first in-depth case study of CPH City & Port Development, the corporation’s evolution and accomplishments are examined in their historic, political, and economic contexts. The corporation’s recent North Harbor redevelopment project is used to illustrate how it conducts business in close collaboration with local government, real estate developers, pension funds, and other urban stakeholders. Finally, the case study captures and codifies the political, institutional, and financial features that have enabled CPH City & Port Development to be successful and globally instructive.

“INDUSTRY WAS MOVING OUT OF COPENHAGEN, AND EVERYBODY KEPT WAITING FOR BETTER TIMES AND FOR INDUSTRY TO MOVE BACK IN. **BUT IT NEVER HAPPENED! THE TURNING POINT CAME IN THE BEGINNING OF THE 1990S, WHEN A BRAND-NEW, MASSIVE COMMERCIAL BUILDING IN THE HARBOR STOOD EMPTY FOR SEVERAL YEARS AND EVERYBODY RECOGNIZED THAT SOMETHING HAD TO BE DONE.”**

Jens Kramer Mikkelsen

CEO of CPH City & Port Development and former lord mayor of Copenhagen (1989–2004)

THE COPENHAGEN MODEL: KEY POINTS FOR U.S. AND GLOBAL CITIES

The Copenhagen model offers several valuable lessons for cities in the United States, Europe and elsewhere.



MAKE PUBLIC OWNERSHIP TRANSPARENT

A key element of the success of CPH City & Port Development is market knowledge—knowing what assets (land, buildings, etc.) are owned by the public and the market value of those assets.

BUNDLE ASSETS BY MERGING PUBLIC ENTITIES

Public ownership in many cities is often fragmented across multiple authorities. And the levels of government that direct these entities (and the laws and regulations that govern them) are also complex. Adapting the Copenhagen model may require national or state reforms as well as local political will.

ENCOURAGE STATE AND LOCAL GOVERNMENT COLLABORATION

The evolution and management of CPH City & Port Development represents a triumph of collaboration by the national and city governments. Despite political friction occurring in many nations, several dynamics—a municipal fiscal crisis; a radical scale-back of a national government; a unified vision of urban growth across key public, private, and civic stakeholders—could provide the impetus to experiment with new institutional models and forms of collaboration.

INSULATE DEVELOPMENT FROM POLITICAL INTERFERENCE

CPH City & Port Development operates with remarkable insulation from political interference. Changing the culture and behavior of politically weighted public authorities is important since the success of this model depends on its ability to operate with agility and to be adaptive to shifting market demands.

ENABLE LONG-TERM THINKING AND STEWARDSHIP

CPH City & Port Development is a remarkable example of long-termism pursued by both the corporation and many of its private financial and development partners. The Copenhagen model offers a way for cities to avoid using the disposition of public assets to fill short-term budget deficits.

The Copenhagen model could be applied to a broad range of cities. For example, Haifa, Israel, is shifting the location of its port and pursuing an ambitious redevelopment of its waterfront, an undertaking that is directly analogous to Copenhagen’s North Harbor project. Hartford, Connecticut, is experiencing severe fiscal distress that could be alleviated by using the disposition of strategically located public assets to spur residential and business growth (and tax revenue) along its waterfront.

The Rust Belt city of Pittsburgh, Pennsylvania, is undergoing the most dramatic revitalization in decades (primarily near its world-class research institutions Carnegie Mellon University and the University of Pittsburgh), which could be further accelerated by the smart management and disposition of public land and buildings. The housing affordability crises of expensive cities like Boston and San Francisco could be mitigated by leveraging public assets to capitalize housing trust funds.

THE COPENHAGEN CITY & PORT DEVELOPMENT CORPORATION: HOW IT WORKS

The CPH City & Port Development Corporation—created in 2007 as a merger of Ørestad Development Corporation and the Port of Copenhagen—is driving the regeneration of the capital city of Denmark. Since its creation, it has overseen half of all redevelopment projects in the city for the last decade.

Funds from the sale of public land and assets are being used to invest in a broad range of infrastructure, including public transit, roads, and recreational and other public amenities. The corporation is able to leverage low-cost financing (enabled by the city’s AAA credit rating) against its balance sheet of assets, which allows it to make decisions independent of electoral and political concerns. This in turn helps keep the corporation focused on long-term public gains—such as the regeneration

of a portion of the city or investment in transformative infrastructure—rather than short-term political considerations like the re-election of a particular individual or party.

Co-owned by the city of Copenhagen and the Danish national state, the corporation has benefited from the smart valuation and disposition of nationally and locally owned land. Mads Lebech, CEO of the Danish Industry Foundation and a member of CPH City & Port Development’s board, explains the importance of the corporation’s governmental partnership: “The national government owned the Port of Copenhagen, but they could not develop it without local government that regulates building permissions, land zoning, and conducts urban development. Together they could do a lot. Alone they could do nothing!”¹

¹ Mads Lebech, interview with Luise Noring, THE DANISH INDUSTRY FOUNDATION, ESPLANADEN 34A, ST., 1263 KØBENHAVN K. 6 OCTOBER 2016.

THE CORPORATION IS A STRATEGIC ASSET MANAGER, STAGING AND SEQUENCING THE SALE OF LAND AND PROPERTY TO MAXIMIZE VALUE.

EARNINGS ARE OPTIMIZED THROUGH VARIOUS FINANCIAL MECHANISMS, SUCH AS RENTAL AGREEMENTS AND JOINT VENTURES. IMPROVEMENTS IN INFRASTRUCTURE INCREASE THE BIDDING PRICE ON THESE ASSETS AND, AS SALE PRICES RISE, MORE CAN BE INVESTED IN INFRASTRUCTURE EXPANSION AND SO ON. IT IS A VIRTUOUS CYCLE.

BACKGROUND

In the mid-to-late 1980s, Copenhagen experienced 17.5 percent unemployment, a growing elderly population, and an annual budgetary shortfall of \$750 million. Deindustrialization and economic restructuring partly explained Copenhagen's predicament. Yet many economic and financial challenges faced by the city were self-inflicted: To raise funds in the early 20th century, local government purchased land adjacent to the city, which it developed into suburbs consisting of primarily private family homes. As many families moved to the outskirts of Copenhagen, the city's tax base dried up. The outward migration coincided with more individual ownership of private vehicles and greater public subsidization of road infrastructure, both of which enabled people to commute longer distances. As a result, the city became overrepresented by pensioners and young people attending public universities, neither of whom contributed greatly to the city's tax revenue.

Facing the loss of its traditional manufacturing base and a stagnating economy, the city government began to take radical steps to spur economic growth and entice people to move back into the city.²

In 1990, an historic alliance formed between Prime Minister Poul Schlüter of the Conservative People's Party, Social Democratic party leader Svend Auken, and the Social Democratic mayor of Copenhagen Jens Kramer Mikkelsen. Political coalitions like this are not uncommon in Denmark, a country with a long-standing tradition of compromise. However, national and local governments joining forces to tackle the challenges of the capital city was a bold move. Schlüter, Auken, and Kramer agreed to transform the city by catalyzing investment in housing and state-of-the-art infrastructure, making the city attractive to new citizens and strengthening the city's tax base.³ Undertaking these improvements without increasing local taxes posed a challenge, so the trio decided to focus on developing public land within the city's borders that had been left idle and unused.

To accomplish these objectives, the city and national governments created a series of publicly owned, privately run corporations with the explicit goal of regenerating large districts in the city's core, maximizing the value of underutilized public land, and using the revenues generated by smart zoning and asset management to finance transit and other infrastructure.

² Exemplified by the bankruptcy of ship-building company Burmeister and Wain commenced in 1996 and finalized in 2017.
³ Holger Bisgaard, "København er genrejst—men hvad nu?" *Politiken*, April 25, 2010.

“WHILE DISCUSSING HOW TO IMPROVE COPENHAGEN’S INFRASTRUCTURE, A SMALL GROUP OF PEOPLE FROM THE CITY ADMINISTRATION AND THE [NATIONAL] MINISTRY OF FINANCE WENT TO THE CORNER OF THE ROOM TO DISCUSS THE BROADER IMPLICATIONS AND OPPORTUNITIES OF LARGE-SCALE INFRASTRUCTURE INVESTMENTS IN COPENHAGEN. **WE KNEW THE CITY WAS IN A DESPERATE SITUATION AND WE NEEDED TO COME UP WITH SOMETHING TO ADDRESS THIS SITUATION. HOWEVER, TO PAY FOR THE GRAND INFRASTRUCTURE PROJECT WE NEEDED SERIOUS MONEY. WE COULD NOT RAISE TAXES. ALSO, WE NEEDED AGILITY AND FLEXIBILITY TO OPERATE.”**

Jens Kramer Mikkelsen

CEO of CPH City & Port Development and former lord mayor of Copenhagen (1989–2004)

THE FIRST PHASE

The national government created the Ørestad Development Corporation in 1992 to revitalize protected land that was formerly used by the Danish military and owned by the state of Denmark. The area of Ørestad, about 1.2 square miles in total, was strategically located between the city of Copenhagen and the Copenhagen airport and the bridge connecting Denmark to Sweden. The Ørestad Development Corporation was co-owned by the Copenhagen Municipality (55 percent) and the Danish Ministry of Finance (45 percent). While the state of Denmark and the city municipality provided the land, the city municipality alone was responsible for zoning. It used this authority to rezone the area from protected heathland to commercial, educational,

retail, and ultimately housing purposes. In this way, the Ørestad Development Corporation established a mutually beneficial alliance.

The construction of a metro transit line connecting downtown Copenhagen to the airport became the catalytic move to spur the development of Ørestad. By national law, the Ørestad Development Corporation was explicitly tasked with developing the area to raise capital for the construction of the first two stages of the Copenhagen Metro (the M1 and M2 lines). To sequence the build-out of the metro system before the full development of the land, the Ørestad Development Corporation took out a loan against the value of its land assets to fund the construction, encumbering it with large debts from the onset.



FIGURE 1

AERIAL PHOTO OF
ØRESTAD WITH
COPENHAGEN
INNER-CITY IN THE
BACKGROUND

© Ole Malling

FIGURE 2

METRO



COPENHAGEN'S M1 AND M2 TRANSIT LINES OPENED TO THE PUBLIC IN 2002 AND 2007, RESPECTIVELY

The full development of Ørestad is expected to take 20 to 30 years, at which point an estimated 25,000 people will live in the area, along with a daytime population of 20,000 students and 60,000 workers. The first office building was constructed in 2001 and the first residential buildings were completed three years later. As of December 2016, the

residential population had reached 10,000, and the worker population now totals 17,000. Highlights of the area include the Bella Center, the largest exhibition and conference center in Scandinavia; the Copenhagen Concert Hall and DR Village, the headquarters of the Danish Broadcasting Corporation (DR); and the Royal Arena, a 15,000-seat multipurpose venue.

“ØRESTAD AND THE METRO ARE SUCCESS STORIES OF COPENHAGEN. THIS PART OF THE CITY HAS DEVELOPED FASTER THAN ANYONE COULD HAVE ENVISAGED IN THE END 1990S.

AT THE SAME TIME, IT IS INCONCEIVABLE TODAY TO IMAGINE COPENHAGEN WITHOUT THE METRO THAT CONNECTS ALL THE DIFFERENT NEIGHBORHOODS OF COPENHAGEN.

THE DECISION TO ESTABLISH ØRESTAD DEVELOPMENT CORPORATION WAS THE RIGHT POLITICAL DECISION—AND IT WAS MADE AT AN OPPORTUNE TIME. IT CREATED THE PRECEDENT

FOR CROSS-PARTISAN COLLABORATION AND COLLABORATION BETWEEN NATIONAL AND LOCAL GOVERNMENTS. THESE BECAME PREREQUISITES FOR THE SUCCESSFUL OPERATIONS OF CPH CITY & PORT DEVELOPMENT ON MARKET TERMS.

IT IS A JOB WELL DONE!”

Jens Kramer Mikkelsen

CEO of CPH City & Port Development and former lord mayor of Copenhagen (1989–2004)

SECOND PHASE

The vision for—and management of—the Port of Copenhagen was radically restructured next. Historically, the port was run largely as an industrial harbor, the main activity being the container terminal. Because the port had been managed inefficiently, it ran continuous annual deficits. In order to balance these deficits, the port management would sell idle and unused land to developers. In 2000, when the Øresund Bridge connecting Copenhagen with the Swedish city of Malmö opened, it was estimated that 25 percent of the harbor traffic in the ports of both Copenhagen and Malmö would dry up.

To take advantage of new development opportunities, Port of Copenhagen Ltd. was put in charge of both the management and urban redevelopment of the harbor. Since 2001, the port activities have also been managed jointly by Port of Copenhagen Ltd. and Malmö Hamn A/B through the company Copenhagen Malmö Port AB (CMP). CMP did not own any of the land in the ports. Rather, it rented the land it required from Port of Copenhagen Ltd; now CMP rents the land from CPH City & Port Development. The first year after this extensive restructuring, CMP generated \$15 million in profits. For the first time in a century, the port reaped profits on its operations through greater efficiency and by operating in a more cost-conscious manner.

FIGURE 3

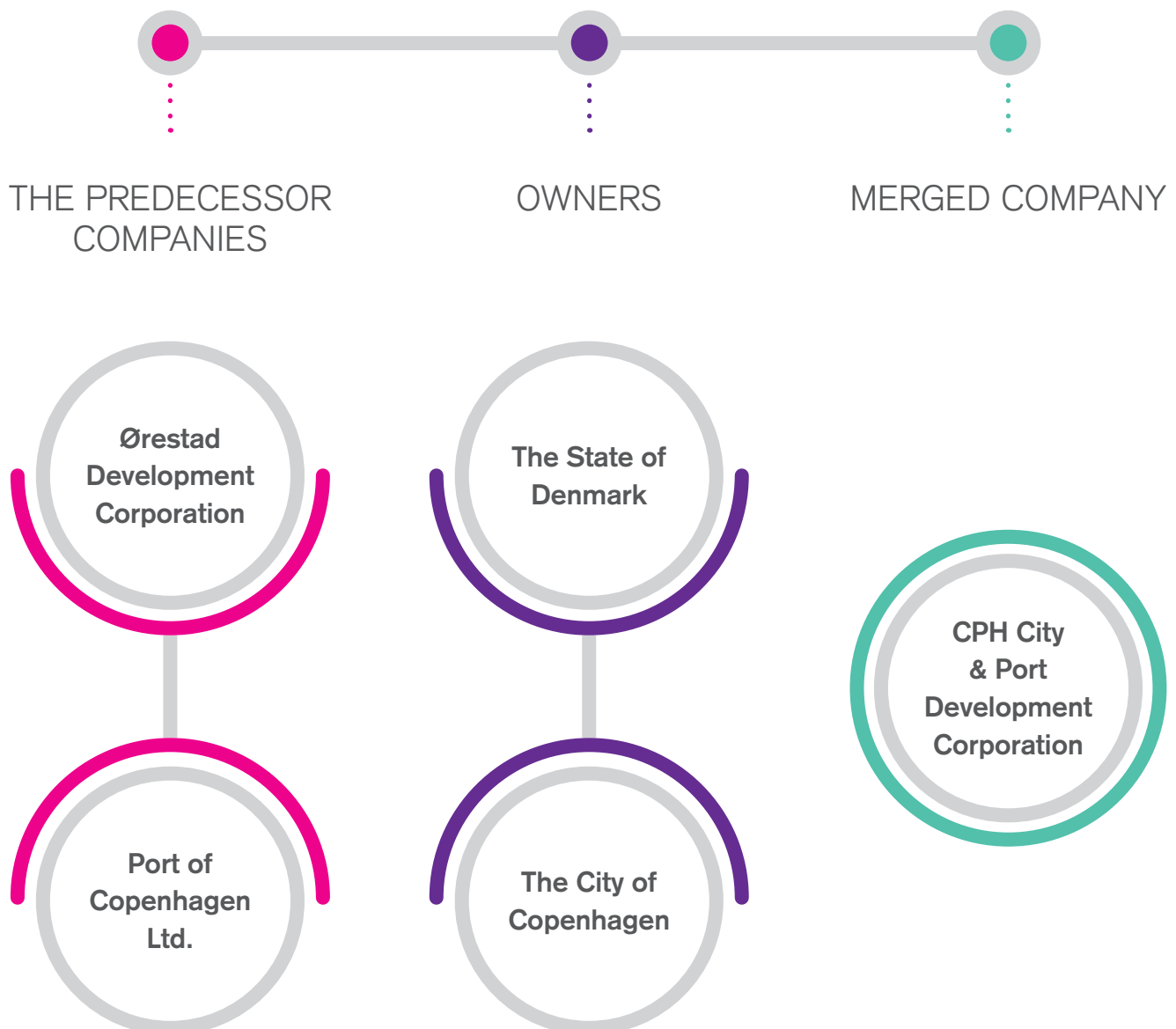
AERIAL VIEW OF
THE PORT OF
COPENHAGEN



FINAL PHASE

In 2007, the redevelopment of all these critical areas was consolidated under one entity—CPH City & Port Development. This new entity was created from the merger of two public corporations: the Ørestad Development Corporation, which had previously developed land in Ørestad and financed and constructed the M1 and M2 metro lines; and Port of Copenhagen

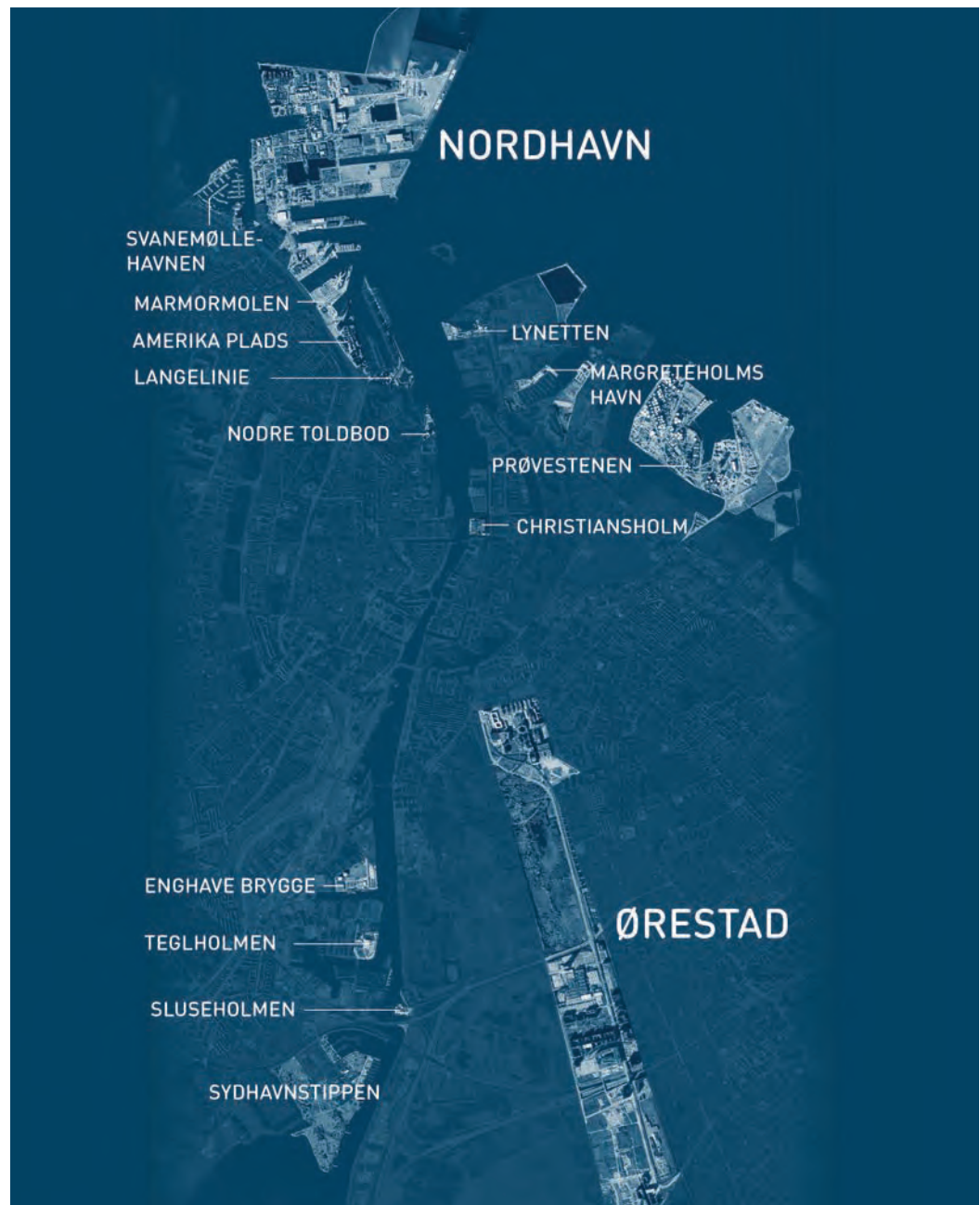
Ltd., which owned the harbor land and was responsible for operating the port. As with the Ørestad Development Corporation, the city of Copenhagen owned 55 percent of the CPH City & Port Development, with the remaining 45 percent owned by the Danish national government. A transit construction company was split off from the merged company to take full responsibility for building the expansion of the metro system.



Over the past decade, various areas of Copenhagen have undergone transformations under the management of CPH City & Port Development. They include the Ørestad area, the formerly industrial South Harbor area, the North Harbor, and an industrial area known locally as Paper Island. CPH City & Port Development has deployed the same innovative model of governance, finance, and operations

used by both the Ørestad Development Corporation and Port of Copenhagen. Since its formation in 2007, CPH City & Port Development has managed about half of all the redevelopment projects undertaken in Copenhagen. Eleven of its sites, shown in the graphic below, are landfill sites reclaimed from the sea.

FIGURE 4



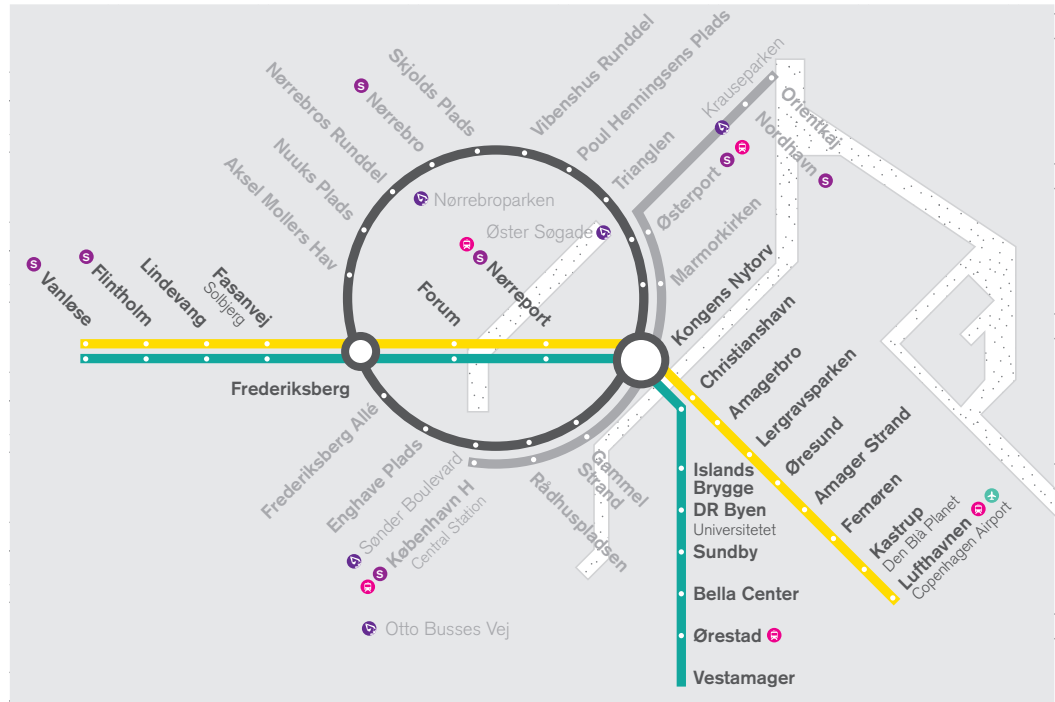
THE AREAS DEVELOPED BY CPH CITY & PORT DEVELOPMENT (SOURCE: CPH CITY & PORT DEVELOPMENT CORPORATION)

As with the Ørestad Development Corporation, CPH City Port & Development was established with the explicit purpose of using the revenues of redevelopment to finance the construction of infrastructure (specifically, the City Circle

metro line, shown in figure 5). The financing of this major transit expansion, as well as metro connections to North Harbor itself, has been accomplished with the sophisticated management of public assets.

FIGURE 5

OVERVIEW OF THE COMPLETE METRO SYSTEM OF COPENHAGEN, INCLUDING THE IN-PROGRESS CITY CIRCLE METRO LINE



THE MECHANISM, SIMPLE AND EFFECTIVE, GENERALLY WORKS AS FOLLOWS:

National and local government transfer assets to CPH City & Port Development

The land increases in value

This capital is either transferred to the metro construction company for broader transit investments and/or used by CPH City & Port Development to pay for local infrastructure that enables the development of the land

This generates revenue that is used to service debt



Local government rezones the land for residential and commercial use

CPH City & Port Development borrows (generally with loans on favorable terms from the Denmark National Bank) based on the (increased) value of the land

CPH City & Port Development facilitates development through a variety of mechanisms, including land sales to or lease agreements with developers and, in a limited number of cases, development by the corporation itself

This process has several critical benefits.

First, it enables a virtuous cycle. CPH City & Port Development invests funds from the sale of public land and assets under its control in a broad range of infrastructure projects, including public transit, roads, and recreational and other public amenities. These infrastructure improvements in turn increase the value of CPH City & Port Development's remaining land and assets, which in turn enables the corporation to invest and expand further.

Second, it benefits from the smart valuation and transfer of nationally owned land to the corporation. In 2007, capital was initially raised by determining ownership of the harbor. Both national and local governments had made claim to ownership of the harbor. After three years of court procedures, it was confirmed that the national government owned the port of Copenhagen. The national government's contribution to the financing of the metro construction became the harbor itself, enabling the national government to take 45 percent of the shares of CPH City & Port Development by transferring ownership. By borrowing against

the value of this newly acquired land, CPH City & Port Development was able to make a one-time payment of \$2 billion to the Metro Construction Company to fund the expansion of the transport system.

In 2014, the national government revalued the land of North Harbor and estimated it to be \$450 million more than the original estimate in 2007. The appreciation went toward paying for the metro construction in North Harbor, including two extra metro stations. In 2014, the national government also decided to reduce its ownership shares in the company, enabling the local government of Copenhagen to assume a larger portion of responsibility for CPH City and Port Development. Since 2014, the municipality owns 95 percent with the State of Denmark owning the remaining 5 percent.

In sum, the capital raised from redeveloping North Harbor alone has led to reinvestments of \$15 billion, of which \$5.8 billion was redirected to the construction of the Copenhagen metro.⁴ CPH City & Port Development remains liable for \$2.4 billion in debt due to continued borrowing to fund these investments in infrastructure.

⁴ CPH City & Port Development 2011, 2012, 2013, 2014 and 2015 Annual Reports
<http://www.nordhavnen.dk/english/uk-nh-transformation2/uk-nh-nordhavnen/uk-nh-aarhusgadequarter.aspx>

ANALYSIS OF NORTH HARBOR

We look closely at the case of North Harbor to highlight the operations of CPH City & Port Development and its ability to meet market demands for land for residential and commercial properties and to extend the infrastructure of Copenhagen.

North Harbor is the corporation's most recent redevelopment project and, together with Ørestad, the largest urban development project in Denmark. The project was showcased as "The Sustainable City of the Future" at the COP 15 UN climate summit, hosted by Copenhagen in 2009, and at the Architecture Biennale in Venice. The district will be developed in phases over the next 40 to 50 years.

The North Harbor development project will accommodate a large number of new

inhabitants and provide residential, commercial, and office space in an innovative urban environment that incorporates sustainable development and design. Eventually, the entire North Harbor area will be developed to include buildings with 3 to 4 million square meters of floor space and the capacity to accommodate 40,000 inhabitants and 40,000 jobs.⁵ The North Harbor project finances both the redevelopment of the North Harbor itself and the continued expansion of the city's metro system.

CPH City & Port Development has been an agile and market-savvy institution in the redevelopment of North Harbor. The following examples show the broad variety of strategies the corporation has pursued to maximize the public benefit of its activities.

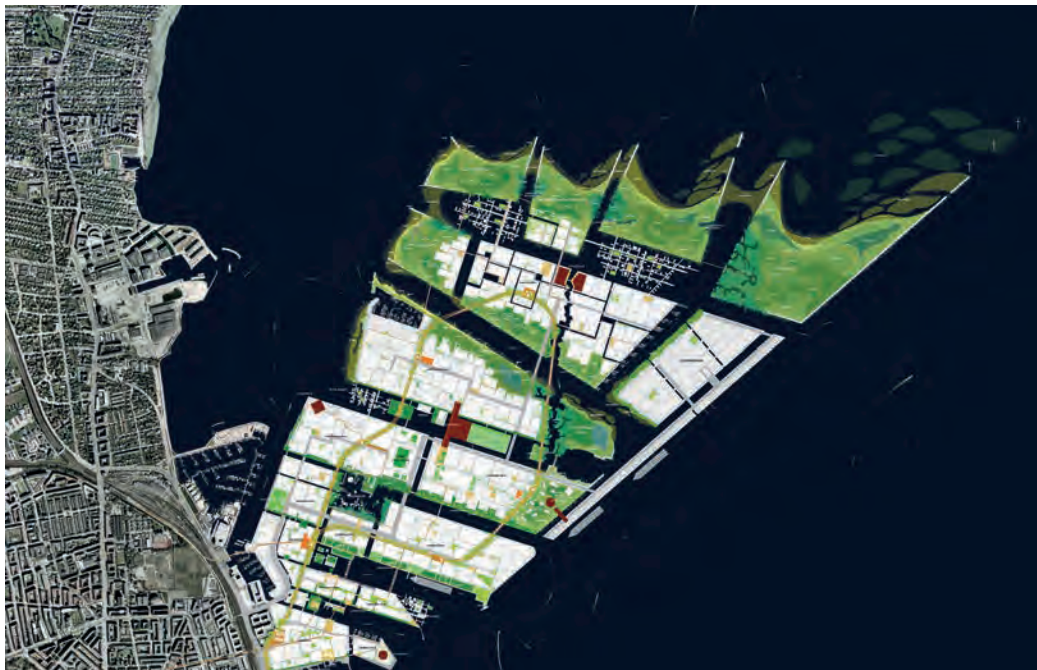


FIGURE 6

THE ENTIRE
NORTH HARBOR
OF COPENHAGEN.
THE ILLUSTRATION
STEMS FROM THE
WINNERS OF THE
COMPETITION: COBE,
SLETH, POLYFORM OG
RAMBØLL

© Cobe Sleth and Ramboll

⁵ CPH City & Port Development, "From Idea to Project." CPH CITY & PORT DEVELOPMENT IN COOPERATION WITH COBE, SLETH, POLYFORM AND RAMBØLL, August 2012.

STAGING OF LAND SALES

CPH City & Port Development sequences the development of land to skillfully manage supply and demand and to maximize long-term revenue for the public good. This freedom of operation enabled CPH City & Port Development to withstand political pressure during the global recession of 2008–09, when property prices plummeted. During that period, the municipal government of Copenhagen demanded that CPH City & Port Development reduce land prices to increase sales. The only potential buyers at the time were pension funds, which had sufficient capital to wait out the crisis and harvest their profits at a later stage. However, CPH City & Port Development's managers had faith in the market's ability to recover and did not reduce prices. Their faith was not misplaced: By 2014, sales had picked up.

CPH City & Port Development will be steadily generating revenue over the next decade from future developments across the city that will extend beyond the redevelopment of publicly owned land. Under its current business model, the most economically rational approach for CPH City & Port Development is to avoid paying off its debts quickly through the direct sale of land. Due to the massive infrastructure improvements being made, CPH City & Port Development has learned that, in certain circumstances, the corporation earns more if it holds off on selling property until the area has been fully developed. In the meantime, earnings are optimized through various financial mechanisms, such as rental agreements and joint ventures.

The management of CPH City & Port Development predicts that it will take the next 30 to 50 years to reduce debts to zero.⁶ However, that is under the unlikely circumstance that the corporation does not take over new project finance for the city. Even though CPH City & Port Development operates on market terms and for profit, it is not permitted to cash in on future profits. The legislative founding principles require that the corporation should become obsolete once the debt has been repaid; the reasoning being that the corporation should only serve the public purpose and not the market. When asked what CPH City & Port Development will do once the Copenhagen metro construction is complete, CEO Jens Kramer Mikkelsen responded that "Copenhagen City & Port Development has substantial know-how and professionalism within areas such as urban planning, construction, land sales, rental agreements, urban life, and harbor management. I am certain that the owners will continue to exploit this after we have completed the current suite of assignments."⁷

EXPANDING LANDMASS FOR CONSTRUCTION

The North Harbor development is partly built on surplus soil pulled up from the underground during the metro construction and deposited within a concrete structure extending into the sea. CPH City & Port Development charges \$7.50 per ton of clean soil disposed. The area within the borders allows for 20 million tons of soil to be deposited, generating \$150 million and creating space for another one-

⁶ CPH City & Port Development, "Business Plan 2016-2019."

⁷ Jens Kramer Mikkelsen and Michael Soetmann, interview by Luise Noring, By & Havn Aps. Nordre Toldbod 7, Copenhagen, 20 April and 18 May 2016.

million-square meters of buildings. With the large demand for soil disposal, CPH City & Port Development has raised the level of the new land by a meter to better prepare North Harbor for climate change and rising sea levels.

The deposit of soil solves multiple problems for Copenhagen. The removal of underground soil creates space for the expansion of the Metro, while new climate-resilient land creates space for businesses. CPH City & Port Development decided not to begin this expansion of the

landmass, however, until it had a tenant that was interested in the land. It found one in the Port of Malmö, which has committed to leasing the land on a long-term basis in order to add a fourth cruise terminal to its existing three terminals. (The new terminal will provide the Port of Malmö with the capacity to handle large cruise ships.) In addition to serving the interests of companies like Copenhagen Malmö Port AB, the deposit of soil and expansion of land is also being used to create new green recreational areas.



FIGURE 7

NORTH HARBOR
REDEVELOPMENT IN
MAY 2016, SHOWING
WHERE LANDMASS IS
BEING EXPANDED

© Ole Malling

UNITED NATIONS CITY DEVELOPMENT

In exceptional cases, CPH City & Port Development will develop and rent out property in collaboration with private developers. This was the case with the United Nations City, where the risks of continued development were considered minimal given that the tenant of the building is the Danish state, which rents it to the United Nations. CPH City & Port Development's AAA+ credit rating—a product of being publicly owned by the city of Copenhagen and the Danish national state—further reduced the project's

risk. With such a credit rating, loans come at very favorable prices and, by operating like a private company, these loans are easily rent-guaranteed in the private market. CPH City & Port Development earned almost \$37.5 million from the development of the property, which it sold to two large Danish pension funds.⁸ CPH City & Port Development retained an 8.5 percent ownership stake in the property at the insistence of the pension funds, which view CPH City & Port Development as a credible partner that can secure the financial future of joint operations.

FIGURE 8

THE UN 'CITY' IN THE
NORTH HARBOR OF
COPENHAGEN

© Peter Sørensen

8 Jens Kramer Mikkelsen and Michael Soetmann, interview by Luise Noring, By & Havn Aps. Nordre Toldbod 7, Copenhagen, 20 April and 18 May 2016.

SUSTAINABLE AND SOCIAL HOUSING

Buildings in the North Harbor must comply with national and local laws that proscribe measures for sustainability in the built environment.

The entire development of North Harbor is conforming to Copenhagen's larger ambition of becoming the first capital city to be carbon neutral by 2025.

The UN City building is the most sustainable building in Scandinavia and was the recipient of the European Commission's Green Building Award in 2012. The green certification does not only specify standards for energy consumption, it also ensures that materials are sourced locally, building insulation is adequate, the construction process is conducted properly in terms of reduced accidents and suitable working conditions (lighting, temperature, etc.), and employee satisfaction is high.

"Investing in green buildings is good business for us," said Torben Möger Pedersen, CEO of Pension Danmark. He feels that tenants that are willing and able to pay extra for gold- or platinum-certified office buildings or housing are generally financially solid. In addition, Pedersen says that running a green building can be less expensive than operating a regular building. "We want tenants who think about the long-term costs and impact of running the building, including the working environment of their employees and the environmental footprint."⁹

CPH City & Port Development is also required by local government to ensure that at least 25 percent of the housing in new city districts is set aside as social housing for lower-income residents. To enable this, CPH City & Port Development gives a property developer a

substantial discount on the price of land.

CPH City & Port Development also puts the developer in touch with a social housing company and, once the social housing is developed, the social housing company takes over the apartments and receives a subsidy for managing the social housing from national and local governments.

PROFIT SHARING

CPH City & Port Development has created a smart profit-sharing mechanism: the corporation receives part of the property value increase generated by the introduction of a metro station.

The mechanism works as follows. CPH City & Port Development includes in all sales agreements a clause requiring the purchaser to pay a supplement to the purchasing price if and when a metro station is established within close proximity to the property. Agreements specifically require the purchasers to pay an additional \$11.41 per square meter for office buildings or \$5.71 per square meter for residential properties annually for a period of 60 years after the establishment of the metro station within a 50-meter radius of the property. This special clause is executed at the time of selling the land and property since the corporation does not necessarily know if or when a metro station will be established.

PUBLIC AREAS

CPH City & Port Development also owns the public area between the buildings and

⁹ Torben Möger Pedersen, interview by Luise Noring, Pension Danmark, Langelinie Allé 43 KBH Ø, December 15, 2016.

the public properties, such as public parking spaces, sports grounds, and green areas. Investing in exceptional public amenities—such as distinctive streetlamps, benches, and high-quality street pavements—creates value, enhances quality and attracts conscientious developers with higher-caliber project designs. The corporation has also noticed that developers will submit proposals on their own accord that incorporate the latest technologies

and designs in sustainability. The public areas are maintained by a cooperative entity that includes all property owners (whether residential or office) and CPH City & Port Development itself. The cooperative is in charge of financing and maintaining public areas. In the initial stages CPH City & Port Development ran the cooperative, but in 2017 it will hand over management to North Harbor’s property owners.

FEATURES THAT ENABLE THE COPENHAGEN MODEL: POLITICAL, INSTITUTIONAL AND FINANCIAL

Some of the features that make the Copenhagen model viable are emblematic of the city’s (and Denmark’s) unique culture and governance environment—characteristics that would be difficult to replicate elsewhere. Yet

others represent an innovative model that can be applied to urban redevelopment, public asset management, and infrastructure finance in cities around the world.

POLITICAL FEATURES

COMPROMISE AND COLLABORATION

In Denmark, there have traditionally been minority governments, making compromise and coalition building a requirement to achieve majority votes in parliament. This trait is also common in local governments, where cross-partisan collaboration is a prerequisite for “getting things done.” Copenhagen’s

melleformstyre, or “mayors per expertise” system, resembles the national parliamentary arrangement: The lord mayor is appointed by the ruling party, but the city council elects, from various parties, a cabinet of several “mayors per expertise,” such as a technology and environmental mayor, an employment and integration mayor, a health and care mayor, and a children and youth mayor. While a mixed-

party cabinet can lead to mayors with different priorities, the diversity can also increase the incentive to collaborate and produce policies that enjoy widespread support and survive beyond the term of a single mayor.

With broad coalitions, political stability and policy continuity are ensured, since solutions persist even when political power shifts. As noted above, the resurgence of Copenhagen was planned by three key figures: Conservative Prime Minister Poul Schlüter; Svend Auken, the party leader of the Social Democrats; and the lord mayor of Copenhagen, Jens Kramer Mikkelsen, also a Social Democrat. It is important to note that the trio consisted of two Social Democrats; the party has held the position of lord mayor for more than a century.¹⁰ Thus, any long-term plan for the resurrection of Copenhagen was bolstered by the long-term commitment of the Social Democrats.

As journalist Feargus O’Sullivan recently wrote, “Constant compromise has sanded down the sharp edges of each faction’s program and encouraged even the most tradition-minded politicians to accept new ways of doing things.”¹¹ This governing arrangement results in a city government that is at once technically proficient, accountable, and incentivized to cooperate, enabling the city to be a stronger negotiator, partner, and investor. This collaborative governance must include alliances across different levels of government as well as political parties that span the partisan and ideological spectrum.

The penchant for collaborative governance extends beyond government in Denmark.

Asked to identify the main ingredients in CPH City & Port Development’s success, Peter Damgaard Jensen, the CEO of PKA Pensions, said, “Because we are a small country, CPH City & Port Development can have collaboration with all actors, both public and private. If you know the property investors in the ten largest pension funds, you can put together a strategy that works. You can round up everybody with a decision-making capacity in one room. The network of people that can make this happen is small and accessible.” In other words, the power distance between people is very low. “You can just pick up the phone and call someone,” Jensen continued. “If they like your idea, they will work with you. There is a great understanding that if you want to develop something, you have to collaborate.”¹² This understanding is what fosters collaboration between politicians, private investors, and public authorities.

DECENTRALIZED GOVERNANCE

Lars Rohde, the chairman of the board of governors of Denmark’s central bank, said that in Denmark the “national government decides on the bridge to Sweden, and local government decides on the construction of the Metro. Whoever gets to decide on the investment needs to finance the investment. That is how it is and how it should be.”¹³ In this way, the national government recognizes that local government is in charge and has competencies to deal with large-scale investments at the local level. However, there is also an appreciation that investments at the national level influence investments at the local level. Thus, when the

10 ASGER WESTH AND ULLA GUNGE HANSEN, “100 YEARS RULE”, JYLLANDS POSTEN, SECTION KØBENHAVN, 15 MARCH 2003.

<http://www.jyllands-posten.dk/protected/premium/gamletillaeg/kbh/ECE3698712/100-percentc3percenta5rs-Styre/>.

11 Feargus O’Sullivan, “Even Copenhagen Makes Mistakes,” Next City, February 1, 2016.

12 Interview with Peter Damgaard Jensen by Luise Noring, at PKA Real Estate, Tuborg Boulevard 3, 2900 Hellerup, Denmark, 10th November 2016.

13 Lars Rohde, interview with authors, National Bank of Denmark, Copenhagen, September 26, 2016.

national government built the Øresund Bridge connecting Copenhagen and Sweden, the local government had to make investments in infrastructure connections between the bridge, Copenhagen airport, and the city of Copenhagen. Today, the Metro provides those linkages.

The Danish system of decentralized government allows municipalities to operate with considerable independence from the national government. According to a 2009 OECD review, local governments in Denmark account for over 60 percent of government spending, the highest level among the OECD nations.¹⁴ In addition, local authorities receive an annual block grant from the national government that is negotiated annually by Local Government Denmark (the national federation of municipalities) and the national Ministry of Finance. The negotiation process gives local officials input into national policy that would be unprecedented in the United States. These fiscal powers are the result of local government reforms, the latest round of which occurred in 2007, that yielded a distribution of expenditures tilting heavily toward local government. The 2007 reforms, which included the consolidation of 271 municipalities into 98, also increased the role of local government in industrial and regional economic development.

BOARD COMPOSITION

The political features that define Copenhagen and Denmark—collaboration, professionalism,

public orientation—are manifested in the structure and composition of the CPH City & Port Development Corporation's board of directors.

By national law, the board consists of eight members—two appointed by the national government, four by the city of Copenhagen, and two by employees. The national government has decided to use its vote to appoint two professional board members—Mads Lebech, the CEO of the Danish Industry Foundation, and Dorte Krak, the CEO of the Arp-Hansen Hotel Group. Significantly, the national government retained two seats on the board even after its ownership stake in the company was reduced from 45 to 5 percent in 2014—an acknowledgment that the continued representation and support of the national government was vital to the corporation's operations.

Copenhagen Municipality has four politically appointed members on the board. The current appointees are Morten Kabell, the “mayor per expertise” of technical and environmental affairs, who is a member of the Red-Green Alliance party (Enhedslisten); Social Democrat Lars Weiss, the deputy chairman of the Copenhagen City Council; Lars Berg Dueholm of the Liberal Alliance, a newly formed party advocating Danish-style neoliberalism; and Carsten Koch, who is also on the board that governs the Øresund Bridge between Denmark and Sweden and the Storebælt Bridge that connects Zealand, the island where Copenhagen is situated, with mainland Denmark.

¹⁴ OECD, “Territorial Reviews: Copenhagen, Denmark” (Paris: OECD, 2009).

INSTITUTIONAL FEATURES

BUNDLING ASSETS BY MERGING PUBLIC COMPANIES

CPH City & Port Development was created by a process of institutional innovation, through the consolidation of pre-existing public corporations, valuations of assets, transfers of ownership, delegation of tasks, and devolution of power. Danish central bank governor Lars Rohde stated that before the bundling of public assets and merging of public companies, ownership of public assets in Copenhagen was highly fragmented.¹⁵ With fragmentation, local government loses sight of its assets and is forced to make decisions in a piecemeal fashion. This has a negative impact on the city's ability to raise capital for transformative urban development. Rohde points out that, through this fragmentation, large-scale infrastructure investments only benefit individual property owners in a random way: For example, people living near Metro stations might see their property values appreciate more rapidly than others. A suboptimal solution to this problem would be to tax the appreciation to eliminate the randomness that benefits some owners and not others. However, through smart asset management, large-scale infrastructure investments can be used to leverage major investments and spur transformations of the entire city.

MAXIMIZING BENEFITS OF PUBLIC OWNERSHIP AND PRIVATE MANAGEMENT

The creation of a hybrid corporation was intended to combine the efficiency of market

discipline with the benefits of public direction and legitimacy. The Copenhagen model empowers both public and private sectors to do what they do well and to leverage their core competencies.

The public sector sets the basic rules of the game for sustainability and social inclusion. Michael Nielsen, the CEO of ATP Real Estate, said that close collaboration with the local municipality on planning and permits is a prerequisite for conducting the kind of large-scale urban development that CPH City & Port Development undertakes. "Copenhagen Municipality and CPH City & Port Development have a solid collaboration," he said. "The local municipality gives sufficient freedom of operations to CPH City & Port Development. If CPH City & Port Development had to ask for permission the whole time, nothing would ever happen. On the other hand, CPH City & Port Development justifies its existence by funding the metro and that is how CPH City & Port Development has gained the public's goodwill."¹⁶

At the same time, a corporate model allows several elements of large-scale regeneration—site selection and sequencing, building design, procurement of goods and services, joint ventures with private companies, circular economy techniques—to be conducted in a more efficient and streamlined manner. Governments are usually hamstrung by a multitude of formal rules and regulations and informal modes of operation when trying to innovate; corporations have much greater latitude.

¹⁵ Lars Rohde, interview with authors, The National Bank of Denmark, September 26, 2016.

¹⁶ Michael Nielsen, interview by Luise Noring, ATP Real Estate, Gothersgade 49, 1123 København K, November 7, 2016.

As a corporation, the annual board meetings of CPH City & Port Development are not subject to public disclosure and scrutiny. Making the internal deliberations and plans of the corporation publicly available might jeopardize its ability to negotiate partnerships with private-sector actors. However, CPH City & Port Development makes other reports and documents available on demand to the public and the media.

Copenhagen has found that by managing transactions through a publicly owned, privately run corporation, operations run faster and more efficiently in comparison to how local government traditionally tackled public development projects. This allows the city and state to set ambitious targets to meet the growing demand for resources and infrastructure.

INSULATION FROM POLITICAL INTERFERENCE

A key element of CPH City & Port Development's success is that the operations of the company are completely depoliticized and run with minimal interference from national and local governments. This enables the corporation to take advantage of public assets, legislative powers, and the local market economy to finance both major infrastructure investments and the sustainable redevelopment of underutilized assets and neglected areas, including the industrial harbor of Copenhagen.

Carsten Koch, the director of the board of CPH City & Port Development, argues that

de-politicization has been achieved in large part by having CPH City & Port Development governed by national law. One critical statutory requirement is the mandate to optimize commercial gains in order to generate profit for the city of Copenhagen and thereby enable the construction of the metro system. "If we did not have a legal requirement to act commercially and in the singular purpose of profit optimization," Koch said, "we would to a large extent be riddled in politics."¹⁷ A clear mandate for corporate profits to be designated for metro construction creates transparency and eliminates the potential for funds to be directed toward political issues or election campaigns.

Whenever CPH City & Port Development is required to take on more responsibilities, such as the tunnel connecting the peninsula of North Harbor with Copenhagen, it requires a change in national laws. This means that national government has to reach agreement across the political spectrum. In the past, statutory amendments have been passed to enable CPH City & Port Development to take on metro expansion projects in the North and South Harbor districts and the construction of the Circle Line as well as the aforementioned tunnel project.

The depoliticized nature of CPH City & Port Development's operations has enabled its leadership to survive partisan changes in national and local governments. At the same time, local and national governments have demonstrated both the political will to delegate power and to give freedom of ownership of the land and the operations to a separate corporate entity.

¹⁷ Carsten Koch, interview with Luise Noring, CPH City & Port Development, September 16, 2016.

The presence of Jens Kramer Mikkelsen, as former lord mayor of Copenhagen and the current CEO of CPH City & Port Development, helps to explain the de-politicization of corporate decisions. Kramer has successfully acted as a buffer between the company and local and national political leaders. His prior experience as an elected official has enabled him to be politically savvy and to shield the company from political interference so that it can operate as an independent, privately run corporation.

ORGANIZATIONAL STRUCTURE AND JOINT VENTURES

CPH City & Port Development has a relatively flat organizational structure to facilitate a lean and efficient approach to reporting and decision-making. All employees are no more than two levels away from top management, and most departments function in a highly independent manner and answer only to CEO Kramer. Many projects are developed through private and public partners, which allows CPH City & Port Development to function with only 113 employees—a relatively small staff considering its annual budget of \$72 million. Of the 113 employees, 86 are salaried professionals who are paid by individual accord, leaving 27 primarily blue-collar workers who are paid according to union agreements. Figure 9 below shows the organizational structure of CPH City & Port Development.

By operating like a private entity, CPH City & Port Development is not subject to public-sector regulations, such as tenders for partners,

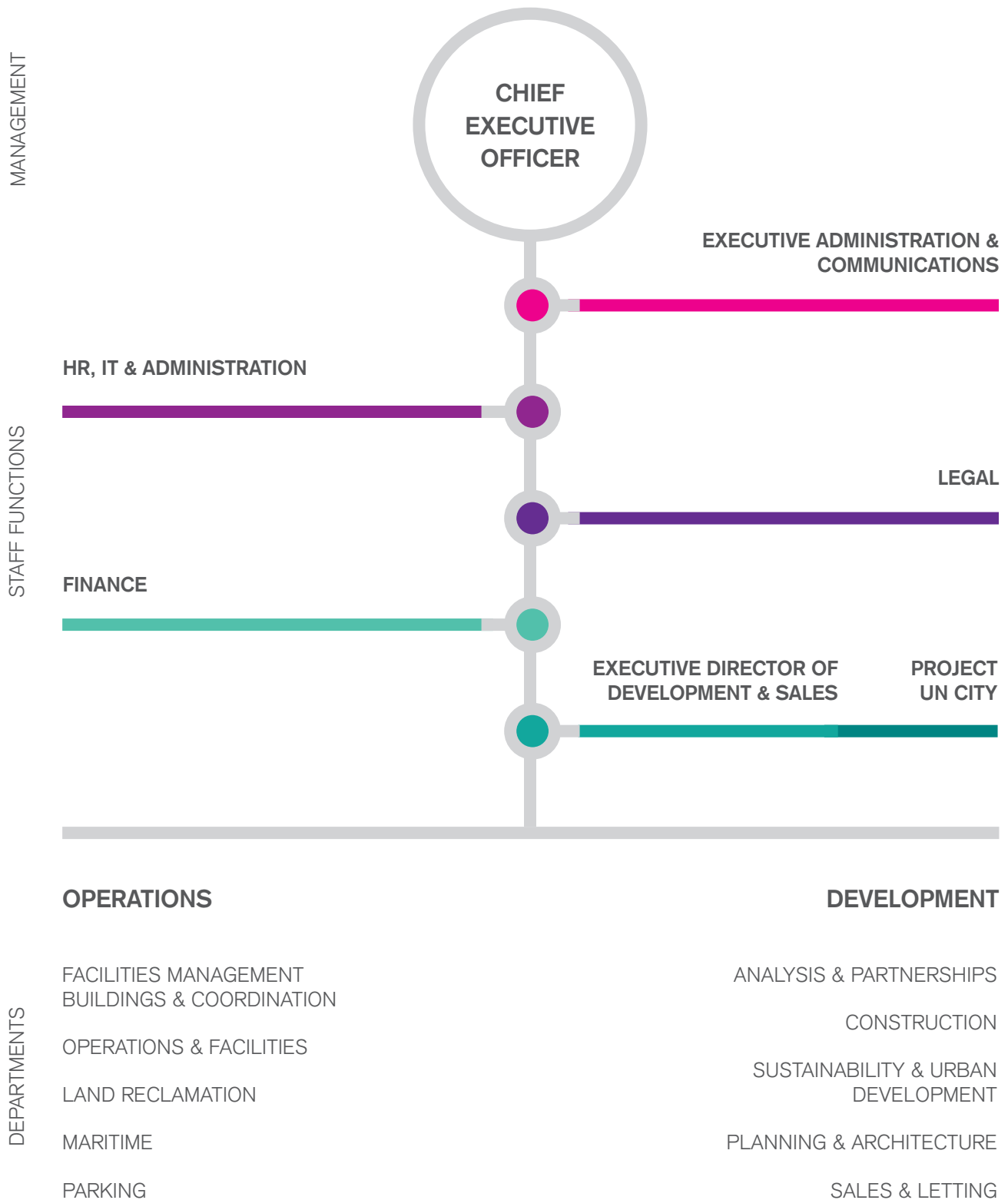
a prohibition against subsidiaries, and rigid civil service salary frameworks for employees. In fact, a crucial part of the reason why CPH City & Port Development is able to maintain a small and tight organization despite overseeing massive urban development projects is because it routinely enters into joint ventures with partners. The corporation is required to seek permission for the establishment of joint ventures from its owners (that is, the city and the national state), which are given 14 days to object. To date, the owners have never opposed the establishment of a joint venture.

It is noteworthy, however, that every time CPH City & Port Development creates a joint venture, decision-making competencies and power of operations are delegated even further from the corporation's owners and board of directors. The wide acceptance of the deployment of joint ventures is a sign of trust by the owners and the board in the management of the corporation.

One exemplary joint venture is with Nordic Real Estate Partners (NREP) on the commercial activity of the North Harbor—a partnership called RetReal Nordhavn P/S. When CPH City & Port Development sells a plot of land in the Århusgadekvarteret district to property developers, the terms and conditions of the sale mandates that (LN) RetReal Nordhavn P/S can repurchase the ground floors for commercial and retail development. RetReal Nordhavn P/S retains the ground floors of the buildings in Århusgadekvarteret for continuous development of the commercial activity to ensure that the newly built neighborhoods become vibrant and buzzing with life.

FIGURE 9

ORGANIZATIONAL STRUCTURE OF CPH CITY AND PORT DEVELOPMENT



FINANCIAL FEATURES

ACCESS TO CHEAP FINANCE

As board director Carsten Koch noted, the single most important feature enabling CPH City & Port Development to successfully influence the property development market is its access to cheap finance, which is the result of the high credit rating of its owners, the city of Copenhagen and the state of Denmark. “The access to cheap loans and the ability to keep operating despite massive debts is the single most important feature of CPH City & Port Development,” Koch said. “Without that, we would have shared the destiny of other property developers during the recent recession, as we are just as vulnerable to market dynamics as other property developers.”¹⁸ Koch pointed out that, despite being somewhat sheltered by the high credit standing of its owners, CPH City & Port Development is nevertheless subject to international rules of accounting that require it to list both assets and debts at market value. The challenge, of course, is that whenever there is a market recession, such as in 2008–09, the company’s assets lose value while its debts remain the same.

LONG-TERM THINKING

By acting like a private company with a mandate to maximize profits, CPH City & Port Development is able to operate with a long-term strategy. CEO Jens Kramer Mikkelsen said, “If we were not a private company, we

would not have a coherent and long-term plan. Instead, each public agency with assets would sell out at market price whenever they were short of cash—similar to what Copenhagen Port did in order to balance the books prior to the restructuring in 2000.”¹⁹

Another prerequisite is patience. “You have to plan for good times and bad times,” said Michael Nielsen, the CEO of ATP Real Estate. The owners of CPH City & Port Development have to accept that there are no profits for long periods of time when the market is in recession.”²⁰ In fact, nobody knows when the last building will be built in North Harbor, as that will depend on future economic conditions. Thus, depending on market demand, North Harbor may not be completed for 50 years. At the same time, the city of Copenhagen invests up-front in the metro infrastructure even though local government has not yet secured the investment capital for the infrastructure investments stemming from CPH City & Port Development. This is a clear indication that local government believes in the corporation’s business case.

COLLABORATION WITH PENSION FUNDS

Large Danish pension funds are important collaborators of CPH City & Port Development. They share the company’s long-term investment horizon and its emphasis on low-risk investments.

¹⁸ Carsten Koch, interview with Luise Noring, CPH City & Port Development, September 16, 2016.

¹⁹ Jens Kramer Mikkelsen and Michael Soetmann, interview by Luise Noring, By & Havn Aps. Nordre Toldbod 7, Copenhagen, 20 April and 18 May 2016..

²⁰ Michael Nielsen, interview by Luise Noring, ATP Real Estate, Gothersgade 49, 1123 København K, November 7, 2016.

“WE ARE NOT HERE
FOR A QUICK FIX:
**WE ARE HERE FOR THE
LONG HAUL.”**

Jens Kramer Mikkelsen

CEO of CPH City & Port Development and former lord mayor of Copenhagen (1989–2004)

The joint venture between CPH City & Port Development and the pension fund ATP, which was established by national law in 1964 to supplement the retirement income of senior citizens, is emblematic of how the corporation operates. ATP is the fourth largest pension fund in Europe, with 5 million members and a requirement that all working Danes contribute.

ATP's commercial property investment branch, ATP Real Estate, has \$5.2 billion invested in Denmark in 1.2 million square meters of office space. In addition, ATP Real Estate has invested almost \$2 billion in real estate abroad, including in the United States. To secure future obligations and minimize risk, ATP Real Estate is very conservative in its investment strategy, typically entering into investment propositions late in the value chain—after properties have been developed or, at the earliest, after local building plans have been approved.

ATP Real Estate is involved in several of CPH City & Port Development's projects, including the Langelinie ("Long Line"), the Marble Pier, North Harbor, and Ørestad. ATP Real Estate CEO Michael Nielsen said that "what CPH City & Port Development did in Ørestad was absolutely correct. First they put the metro infrastructure in place, making sure that the area is serviced by public transit."²¹ ATP has not yet invested in Ørestad, he added, "as the right opportunity has not yet presented itself." However, already in the late 1990s, ATP invested in Langelinie, which is part of the Copenhagen harbor front. ATP has several large office buildings along Langelinie, which is adjacent to North Harbor.

ATP owned the tip of Langelinie, while CPH City & Port Development owned the tip of the Marble Pier, which is across the water. ATP Real Estate

and CPH City & Port Development merged the two land areas into Copenhagen Gate, which hosted a design competition for the best building on the site. In 2008, the U.S. architect Steven Holl won the competition with his proposal to build two towers connected by a bridge across the sea. In total, 60,000 square meters of commercial space will be built. However, in line with its conservative strategy, ATP will not commence construction before tenants have been found for the premises.

In 2008, CPH City & Port Development began construction of the UN City. ATP recognized the long-term value of owning the UN City building, which had a secure tenant in the city of Copenhagen on a long-term lease. Given the considerable scale of the investment, another Danish pension fund (Pension Denmark) was invited into the partnership. Pension Denmark and APT Pension both have 45.75 percent stakes in Harbor PS, the joint venture partnership that now owns UN City, with CPH City & Port Development controlling the remaining 8.5 percent. Harbor PS, which also owns Copenhagen Gate, operates as a separate entity and has its own board of directors.

According to Michael Nielsen, "City & Port Development and ATP Real Estate are good partners . . . because they are able to take on investments of similar size. In addition, we recognize CPH City & Port Development's insight into what are the developments in the area, as CPH City & Port Development has a good dialogue with the municipality on what is possible and how this is done. CPH City & Port Development adds credibility to our investments, and they drive the dialogue with the local municipality."

²¹ Michael Nielsen, interview by Luise Noring, ATP Real Estate, Gothersgade 49, 1123 København K, November 7, 2016.

TRANSLATING THE COPENHAGEN MODEL: LESSONS FOR THE UNITED STATES AND BEYOND

Can the Copenhagen model of urban development be transferred to other cities? Like many urban institutional innovations, the issue of transferability is complicated by the fact that U.S. cities operate under radically different legal and financing regimes than Copenhagen and other European cities. We believe, however, that the moment is ripe for a small group of U.S. cities to apply and test the Copenhagen model.

First, economic restructuring and shifts in demographic preferences have revalued many U.S. cities in recent years, particularly downtown and midtown areas that boast high-end amenities like waterfronts and that co-locate advanced research institutions, mature companies, and entrepreneurs in compact “innovation districts.” In many cities, growth of these areas is now hampered by aging and outmoded transportation infrastructure. Highways built in the decades after World War II, for example, scar the cores of many cities. These highways destroyed the traditional urban fabric, often dividing waterfront areas from downtowns and downtowns from universities and other employment centers of the city. Many highways located in urban areas are now coming to the end of their useful life, offering opportunities for transformative infrastructure investments—for example, replacement of elevated freeways with boulevards—that are more supportive of the new demand for vibrant places and creative economies.

Second, while the demand for transformative infrastructure investments is strong, the financing of such projects is incredibly difficult given their cost and complexity. Taking into account the unpredictability of the federal government and the hostility of many state governments, cities, urban counties, and metropolitan areas are left largely on their own to piece together the public, private, and civic resources and financing mechanisms to move these projects from aspiration to reality. The receptivity of U.S. cities to institutional models tried and tested in Copenhagen and other European cities is, therefore, unusually high.

Several general and enabling features of the Copenhagen model are particularly critical for U.S. cities to understand and adapt.

- **Transparent ownership and value:** A key element of the success of CPH City & Port Development is market knowledge. Yet, as Dag Detter and Stefan Fölster argue, many U.S. cities have little knowledge of the public assets (land, buildings, etc.) they own and the market value of those assets, either under current or altered zoning regimes. Many U.S. cities are, in essence, a “fact-free” zone when it comes to public assets. In the age of technological innovations like geospatial mapping and big data analytics, this information deficit can be filled either

by local government acting alone or in concert with emerging tech companies like Opportunity Space.

- **Bundling assets by merging public entities:** The CPH City & Port Development evolved after several mergers of public entities. Many U.S. cities and counties have multiple, often independent institutions that own public assets and are solely responsible for their disposition. Public ownership in U.S. cities, in short, may be large but it is highly fragmented and balkanized. The list of these institutions—airport authorities, port authorities, water and sewer authorities, convention center authorities, stadium authorities, redevelopment authorities, public housing authorities, land banks, school boards—is long and varies from place to place. And the levels of government that direct these entities (and the laws and regulations that govern them) are also complex. Many of these entities emerged over the past century in hopes of preventing corruption, enabling greater efficiency, and in some cases diminishing the power of certain racial and ethnic groups. Adapting the Copenhagen model, in part or in full, is thus a tortuous exercise in “putting Humpty Dumpty back together again” and, in some cases, may require state authorization as well as local political will.
- **State and local government collaboration:** The evolution and management of CPH City & Port Development represents a triumph of collaboration by national and city governments. Many U.S. cities have hostile relationships with their state governments, either because of partisan differences or

more basic issues of power and control. Yet several dynamics—a municipal fiscal crisis; a radical scale-back of the federal government; a unified vision of urban growth across key public, private, and civic stakeholders—could provide the impetus to experiment with new institutional models and forms of collaboration. To this end, it is helpful to remember that the Copenhagen model was devised and designed during a period of fiscal and economic distress.

- **Insulation from political interference:** CPH City & Port Development operates with remarkable insulation from political interference. In the United States, many public authorities that were initially established to ensure political insulation are now riddled with political interference. (The Port Authority of New York and New Jersey is perhaps the best-known example.) Changing the culture and behavior of public authorities is as important as corporate or statutory issues of institutional merger and powers. Success of this model depends on its ability to operate with agility and be adaptive to shifting market demands.
- **Long-term thinking:** CPH City & Port Development is a remarkable example of long termism, pursued by both the corporation and many of its private financial and development partners. In the United States, the disposition of public assets is often undertaken on a project-by-project basis to fill short-term budget deficits. The immediate budgetary needs of local government are exacerbated by the similar short-term orientation of major financial institutions.

Despite these impediments, we believe that the political, fiscal, and economic urgency of the moment will drive a small group of U.S. cities to be “first movers.” The motivations for innovation will differ across the spectrum of urban performance and prosperity. In the United States, economically “distressed” cities like Hartford, Connecticut, have very few options for financing large-scale infrastructure and nothing left to lose. “Rebound” cities like Pittsburgh, Pennsylvania, are experiencing their most dramatic regeneration in decades and are now bumping against barriers imposed by legacy infrastructure. And “hot market” cities like San Francisco and Boston need to ride the market wave and leverage the value of public assets for a broader definition of infrastructure that includes, most prominently, affordable housing.

Beyond the United States, several cities seem to be prime candidates for application of the Copenhagen model. For example, Haifa, Israel, has an operating port in the core of the city that blocks the natural development of its older downtown. The city has developed an ambitious plan to revitalize its waterfront that could be enabled by changing the governance of the port along the same lines as Copenhagen.

Also notable, Chile and the United Kingdom are devolving powers to cities like Santiago and Manchester. Transferring public assets to corporations that are co-owned by national and metro governments could be an innovative approach to enabling cities to spur regeneration and raise resources for the long haul.

CONCLUSION

As cities experience rapid urbanization, they are met with the challenges of increasing demands for resources, amenities, infrastructure, housing, and jobs in a safe, vibrant, interconnected cityscape. Centralized policymaking and implementation and shrinking public finance, particularly in nations and states hostile to cities, simply cannot keep up with the rapidly evolving urban landscape.

CPH City & Port Development represents an alternative approach to the traditional public or private dichotomy. It is an approach that combines the capacity of both state and city government with the agility and effectiveness of private solutions to leverage public assets and optimize market opportunities. The Copenhagen story tells cities to focus on the fundamentals—the

public assets they have, the hidden value of those assets, smart institutional innovation, and cross-sectoral collaboration to unlock value—in addition to the specific details of particular projects.

The prospects for adapting the Copenhagen model to the United States and elsewhere, though complicated, could not be better. Market and demographic possibilities and pressures—coupled with the scale-back of the federal government and the indifference of many state governments—mean that many cities will need to find new methods for designing, financing, and delivering large-scale regeneration and transformative infrastructure projects. Capturing the value of public assets through a long-term institutional vehicle could be an idea whose time has come.

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ABOUT THE PROJECT ON 21ST CENTURY CITY GOVERNANCE

The Project on 21st Century City Governance is a collaboration of the Brookings Centennial Scholar Initiative and the Global Economy and Development program. It aims to deepen

our understanding of the norms, institutions, and networks essential to successful city governance.

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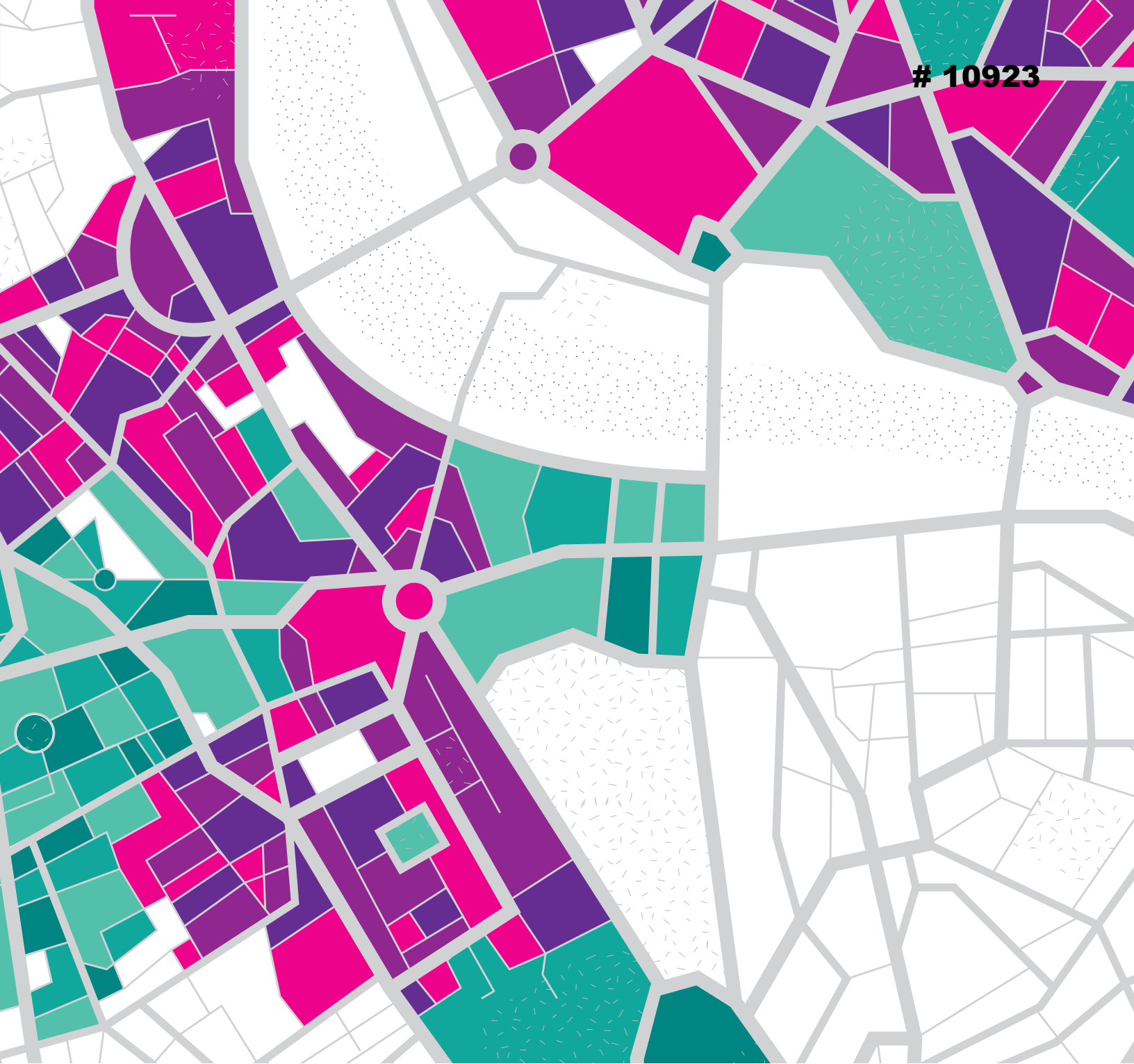
issues arising from global urbanization and the challenges of a city-driven century. The goal is to inform and propel new patterns of urban growth, new forms of urban finance, and new norms of urban governance that are concrete, imaginative, integrated and, ultimately, transferable.

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Long-term Plan 2024-2034

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

Submitter details:

Organisation (if applicable): Volunteering Auckland

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	Do more
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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?



#10956



Support most of the 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)?

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?



#10956



Tell us here:

5a. What option 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.	Support
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.	Support
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).	I don't know
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	Do not support



#10956



businesses and raises the share paid 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.	Do not support
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.	Do not support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#10956



Other

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

Our comments relate all 21 local boards in the Auckland Council area – as Volunteering Auckland covers the entire region. We selected 'Waitemata LB' in order to



#10956



provide this feedback – as is no “all boards” option available for groups like ours whose acti

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

- We urge Auckland Council to directly fund, support, and partner with Volunteering Auckland.

Volunteering Auckland already has decades of experience, expertise, and skill in supporting non-profits and their volunteer programmes. Over 35 years we have established a strong infrastructure, and have deep relationships across Tamaki Makaurau’s community and volunteer sector. We have the trust and respect of these organisations and the general public. We do a lot, with a little – but the demands on our services are stretched to capacity, and demand is growing as the financial crisis bites. A modest investment in our organisation would reap exponentially large benefits across the entire region, and across every demographic and sector.

- We are gravely concerned by this comment on p46 of the Public Consultation Document: “...investment in a digital volunteer management tool such as ‘Volunteer Connect’.”

Volunteering Auckland has had a long and fruitful relationship with Auckland Council, including discussions about a closer partnership between the two organisations. Key in these conversations was how Volunteering Auckland’s ‘Volunteer Connect’ platform – a proprietary software commissioned and developed specifically for our organisation – is a key to our continued success. We were blindsided by the Long Term Plan indicating that Auckland Council propose to spend public money in developing software that infringes our intellectual property and duplicates much of what are already doing – and which would then require even greater council investment in staff.

We propose that the sensible and cost-effective solution would be assisting Volunteering Auckland to build our capacity, rather than this duplication of services. We are keen to explore opportunities where we could assist Auckland Council develop or refine their own in-house volunteer practices.

- Local Board funding policy

Local Boards have been chronically underfunded since the inception of Auckland Council in 2010. The council structure has become too centralised – and local boards (who have essential local knowledge) have too little decision-making power over local



#10956



matters, and even less budget. The LDI (Locally Driven Initiatives) funding to Local Boards needs to increase to meet generational underinvestment in social infrastructure.

However, the proposed equity model is itself inequitable. In its attempt to increase funding to areas where previous councils had underinvested, this has the consequence of being hugely detrimental and punitive to areas where previous investment had been higher.

A practical example is the Devonport-Takapuna and Kaipatiki local board areas – who will suffer the greatest financial loss in the equity model proposed. These boards will not be able to maintain their assets or current service levels – which will have tangible consequences on communities in those areas.

Bettering the circumstances of one area should not rely on punishing another.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#10966



2. What do you think of the transport proposal?

Support all of the 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?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#10966



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

Invest in the proposed Auckland Future Fund

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?

I don't know

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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	Do not support



#10966



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>Support</p>



#10966



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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important



#10966



Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do less

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

Noise Control that has more staffing and the security staff to escort them when monitoring noise levels close to problematic premises. At this stage, they are unable to do their jobs due to security related issues and lack of staff to respond within reasonable time frames (i.e. 45min).



#10970



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

Cutting the core funding amount entirely for Maori Outcomes under Council Support from \$171m.

Cycleways funding cut.

Stop to all new dedicated busy lanes

Find more efficient ways to do Traffic Management through better scheduling and not taking the most risk averse approach to the number of trucks, the kilometres of cones before the actual site of planned works, etc.

Cut back further on all the bureaucrats in the Council and especially Auckland Transport!

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

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

The reversal of the bus lanes in the high traffic routes back to traffic lanes for both buses and and cars, not dedicated bus lanes. This is causing very signifiant time and cost penalties for car / truck transport.

The park and ride facilities for bus transit points, such as Silverdale, etc are severely over capacity, which means that those vehicle owners willing to use the bus network are unable to find parking. The parking lots could be built upwards for multi-level, and the key is to keep the parking costs either free or very low to encourage their patronage. At this stage, the time and hassle costs barely justify using the buses.

The CBD is unsafe, day and night for residents and workers. Businesses are either leaving entirely, or congregating down at Commercial Bay and vacating the rest of the CBD. Significant security investment required on buses and public transport, such as the Security Hubs & staffing which should be 24/7 all over the city, plus more police doing deterrence rather than just reacting to the highest priority emergency calls.



#10970



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

Cycleways funding cut.

Stop to all new dedicated busy lanes

Find more efficient ways to do Traffic Management through better scheduling and not taking the most risk averse approach to the number of trucks, the kilometres of cones before the actual site of planned works, etc.

Cut back further on all the bureaucrats in Auckland Transport!

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

Keep the stadium precinct as it is, Change the operational management

Tell us why:

First, once this land is lost, it is almost unrecoverable in another location. Second, as the city densifies and expands outwards, more than one site for stadiums becomes critical to providing a quality of life as well as access for current and future residents. Events is crucial to this.

4a. What is your preference on the proposal to establish an 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:

This is an excellent idea. The challenge will be building as many protections (moats) to ensure that the funds are not repurposed for non-agreed mandates. This fund would need to be protected from the political winds, and the governance to ensure that the management, admin and all other fees do not bleed the net returns.

Preferably a higher percentage would be re-invested per year until a much larger capital balance has been built up, much like the sovereign wealth funds offshore that build it up over years with minimal drawdowns in the first 10 plus years.



#10970



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?

Invest in the proposed Auckland Future Fund

Tell us here:

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

Tell us here:

The fund should be allowed to invest in any sectors, and not be excluding equities in fossil fuels, defence or other sectors that are part of our future and represent legal investment opportunities.

The fund should only be investing in tradable asset classes that offer balanced growth opportunities (Index Funds with very low fees, bonds, interest bearing instruments, etc.) . This excludes higher risk capital investment in venture capital, seed capital, etc., plus any niche investments such as regional development, Iwi businesses, etc.

No cultural mandates on representation on the boards, fund management, etc. that requires Maori or any other identify group representation. The best people for the job only to deliver the returns in a prudent and responsible way.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.



#10970



Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

The CBD needs to have a diversified economy for diversifying our risks to economic shocks. Having a port that can service our city is key to resilience.

Now I would definitely agree that a port operator that can improve operational efficiencies would be greatly welcomed.

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.	Support
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.	Support
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).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	Support



#10970



businesses and raises the share paid 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 .	Support
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.	Do not support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

I do not agree with the proposed fee increases for processing building consents, as the costs are unaffordable for many people who want to build.

A question is why Auckland Council cannot adopt what the US state of Pennsylvania has implemented in 2023 to stunning success, which was that if consents, permits, etc. are not processed fully within the stated (KPIs) turnaround time frames, then the state has to refund the full amount. This has dramatically increased the processing times, which equates to financial benefits to businesses, owners and residents.

Second, the charge out rates for consultants and council staff used in the building and resource management plus permitting areas is very high, and if travel is included, this makes the total cost almost prohibitive or requires even larger mortgages. Learn from



#10970



others overseas how to streamline the process and travelling to substantially reduce the total cost to the public that has to use this service.

Otherwise outsource in it's entirety, and not to consultants, but put in the correct outcomes (service levels) and KPIs for volume processing that enables a fair, expedient and cost effective service.

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#10970



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

There is a need for a back to basics approach to local spending.

Security is a real and present danger to residents, businesses and visitors, and the perception of security is not the issue.

The police are not going to be able to fill the wide gap in pro

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

There is a need for a back to basics approach to local spending.

Security is a real and present danger to residents, businesses and visitors, and the perception of security is not the issue.

The police are not going to be able to fill the wide gap in providing a safe environment for all, and are not able to provide sufficient resources for deterrence of crime against others as well as property.

Strong recommendation is for the Local Council to fund private security foot and vehicle patrols as well as safety hubs for deterrence purposes that has strong cooperation with the police. At this stage, there is a vacuum and the security situation in the CBD (especially in the wide geographic area of the universities through to Myers Park, Vincent Street, to Aotea Square / Albert Park is dangerous day and night. The statistics are backing this up.

Fund security, and once things improve in the future, then look at the other items.



#10970



8. Do you have any other comments?

The street parking costs and Auckland Transport time windows, for example in Parnell for only 120 minutes, means that the businesses that need staff during the day are unable to find either street parking whereby they have to move their cars all the time, or paying for parking is too expensive. Yet the public transport means hours between buses and trains, and the CRL opening may only help with a few minutes, not the quantum of hours which will be in 2025 or later. If we want businesses to stay in the CBD and inner suburbs, this has to change.

On Vincent Street (where we live) alone, the businesses are leaving in droves, the security situation has deteriorated whereby families with children are unsafe during the daytime.

The Council needs to act on behalf of the residents with the Police as well as the Council permitting authorities (alcohol licensing for 133 Vincent brother for example) to take into serious consideration the complaints. At this stage, it appears that this data is not reflected in the decisions to renew licenses.

Please reduce the complexity, costs and overheads for so many basic services.

The baseline fees proposed for the community facilities are already becoming so high that larger segments of our community organisations cannot afford to rent or use these spaces. Further loss of easy access to facilities (i.e. community halls) should be subsidised if necessary to offer as many opportunities for organisations to support their communities. Our youth and elderly suffer the most from being deprived of this due to high fees.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Safe cycling routes

Above ground light rail

Quality and efficiency of public transport



#10972



Dense housing; esp apartments

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

Please no more urban sprawl

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Cycleways that have been previously planned should go ahead. Having unconnected pieces of cycleway is a big barrier to people using active transport.

I want to move away from a car centric city; unpleasant, expensive for individuals, bad for sustainability and carbon cost. They are actually relatively cheap compared to billion dollar roads.

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

Completing cycle network.

Planning for a surface light rail.

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

Multi-lane roads.

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

I don't know

Tell us why:

I am relatively supportive of redevelopment. There is a big population base in the area, but clearly current facility not well utilized.



#10972



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

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

Tell us why:

I don't trust that once sold, the money won't just be used.

Auckland airport seems like a good enough investment to me.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I would prefer port was moved to Whangarei.

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

I don't know

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?



#10972



Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

I don't know

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.	Support
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.	Support
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).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	I don't know



#10972



businesses and raises the share paid 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 .	I don't know
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#10972



I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why



#10972



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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?



#10974



Support most of the proposal

Tell us why:

cycleways and safer pedestrian crossings needed. Reduced speed will help keep pedestrian crossings safe

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

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

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

Consider redeveloping the stadium precinct

Tell us why:

Important to keep the stadium as an asset on the north shore

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

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

Tell us why:

Council should retain AIAL shares and not lease POA to another entity

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



#10974



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

as above

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

Continue to use it to fund council services

Tell us here:

I do not support the establishment of the Auckland Future Fund

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

Tell us here:

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

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

Transport from alternative ports to Auckland is not reliably efficient. Some port capacity is required in Auckland

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#10974



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#10974



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#10974



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

Heard Park development does not have the wide community benefits of other options.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

There should be more priority given to libraries other than Leys Institute - Grey Lynn library needs refurbishment. Also to Art Galleries and community facilities like the Tepid Baths and Parnell Baths.

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): Equity New Zealand

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Sufficient funding for all local boards to provide the services their communities need

Increased support for growing the technology, screen and creative industries

Maintaining current facilities such as pools, sports facilities and community buildings.



#10999



Building new assets like libraries and community centres and developing new parks

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?

Support most of the proposal

Tell us why:

We do not support deferring or reducing traffic safety projects or any reductions in bus services or subsidies.

We support:

completing the City Rail Link

improving bus, rail and ferry networks for more reliable service

funding new cycleways and shared paths so that more people have access to the network

delivering new and improved footpaths across Auckland, particularly in the city centre.

“Time of use” charging

a “room to move” programme to review parking in critical areas and increase revenue from parking and Park & Rides.

50% electrified buses by 2030

expanding the rapid transport network (RTN)

a weekly \$50 cap on public transport fares

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

ompleting the Downtown and Midtown Bus improvements

more cycleway and walking connections

safety projects around schools and town centres.

better funding for maintaining, expanding and promoting the public transport network, including to more remote areas



#10999



rolling out electric ferries and more low-emission buses, plus supporting infrastructure the Lincoln Road and New North Road corridor upgrades
greater investment in rail: rolling stock, and more support for ongoing Kiwi Rail track maintenance
Street trees and rain gardens

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

Unnecessary widening of roads

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

Keep the stadium precinct as it is

Tell us why:

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

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

Tell us why:

We do not support selling the assets that currently return a good profit to the Council.

We do not support the creation of a Future Fund as the parameters of this are generally unknown.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#10999



Tell us here:

Leasing out the Port is essentially privatising a key strategic asset. We do not support this proposal to create the Future Fund.

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

Continue to use it to fund council services

Tell us here:

We risk a reduction in services if we lose this crucial part of the income for council and we do not support the creation of a Future Fund.

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

It gives Council more control over the use of that land.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

It would impact too much on the Ports of Auckland operations - and consequently their ability to create profits for Council - to change the usage of this area.



#10999



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#10999



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#10999



Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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

We need better transport infrastructure so our cities can be places children move around freely and independently on separate bike paths, spacious footpaths, and buses or trains, so parents can be free from worry. Our streets can be friendly, shared spaces where children play and we connect with each other



#11047



We need to enable more people to access e-bikes by providing training and possibly even subsidies through local businesses or community groups.

We could increase revenue for council by implementing congestion charging in the city. This would have co-benefits of safer roads, less congestion and reduced emissions.

More funding is needed to encourage faster action to reduce climate change. Apart from transport, food choices are the second largest contributor to consumption emissions within Auckland. The greenhouse gases released from meat and dairy production (methane and nitrous oxide) are also significantly more impactful on the climate than carbon dioxide, even if they live shorter in the environment. Supporting Aucklanders that want to learn more about plant-based food choices could be a quick way to slow down climate change. This action also doesn't cost any more for the end user, and can also be a healthier choice as part of a balanced diet. This has co-benefits for health.

Home energy is the third most impactful area for Aucklanders from a consumption emissions approach. Auckland Council could contribute funding for homes to make them more energy efficient, focusing on those most in need. This would reduce emissions and have co-benefits of improved health and wellbeing and saving money on power bills. We have a service that offers this in some local board areas but scaling to all of Auckland would be a good investment in longer term energy efficiency.

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

Reduce re-sealing of roads. The impact would be that roads may have more potholes or damage but that could lead to less people using them and using active modes of transport instead.

When roads are re-sealed, reallocate lane space to busses and bike lanes (instead of cars).

Review the most expensive projects Auckland Council is investing in and if they don't also have positive climate outcomes, consider cancelling or pausing them.

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:



#11047



We need to encourage mode shift to active modes such as walking and cycling, so infrastructure for raised pedestrian crossings and cycleways needs to be prioritised.

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

Making public transport faster, more reliable and easier to use by investing in rapid transit network actions, such as making it easier to pay and introducing capped weekly public transport passes.

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

Re-sealing roads

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

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#11047



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

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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	Support



#11047



<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 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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	Support



#11047



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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important



#11047



Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

The central proposal has a savings target of \$50 million. Council shouldn't be looking at reducing our contribution to environmental and sustainability education programmes, such as support for school engagement on environmental issues. We are at a critical time so need these education programmes more than ever and the funding is relatively small compared with other council operational costs.

Also,



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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

Bike lanes and public transport

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



#11056



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not believe we should be stopping progress on bike lanes and pedestrian crossings.

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

Bike lanes and pedestrian crossings.

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

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

I don't know

Tell us why:

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

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

Tell us why:

Surely borrowing against the income is a better long term plan than cashing up and spending?

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:

I tentatively support this if the money is going to be used towards long overdue infrastructure upgrade.

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

I don't know

Tell us why:



#11056



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>



#11056



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#11056



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

"Perceptions" of safety in town centres? Surely actual safety is more important.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

They're okay, but a little unambitious. I would like to see local ambition for further improving the water quality of our beaches and harbours, and given our proximity to Auckland City proper, improving safety and accessibility of cycling walking and bike lock up areas.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Greater investment in the arts, and particularly in our Art Gallery the War Memorial Museum, and Auckland theatre company.

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



#11068



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

The transport proposals above appear to be superficial. There is no mention of a rapid light rail system that would also link the city to the airport. However, building more roads will only attract more cars, traffic jams and less use of public transport.

with regards to the raised pedestrian crossing, these have been effective in slowing traffic and road safety.

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

1 An efficient and rapid light rail system linking more parts of the city.

2 Getting rid of Graffiti in the inner city and city fringe is fast spreading. Just one of many examples - buildings in the west end of Lorne street are covered in graffiti.

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

Roads

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

I don't know

Tell us why:

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

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



#11068



Tell us why:

I don't support the Council's aim of selling the AIAL because it negates the first objective of the Future Fund set out above - to protect the value of the council's major investments. Sell the shares and the value of that investment is gone forever.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I support the first option because the expert and professional advice is that our port is not sustainable where it is in the middle of the city. The first option opens the way to this prime Harbourside land being turned into an inspiring and economically rewarding urban environment that Aucklanders can be proud of and have been awaiting for years. Leasing the operation of the port for the next 35 years would entrench the port operations for many more years.

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

Other

Tell us here:

The Port of Auckland profits and dividends should be allocated both to funding council services and the Auckland Future Fund

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

Tell us here:

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



#11068



Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

This would be a start to make the land currently occupied by Ports of Auckland into a vibrant urban environment that Aucklanders would be proud of and tourists would flock to.

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

I prefer the second option but believe the transfer should take place within far fewer than the proposed 15 years.

6a. What do you think of these proposals?

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



#11068



<p>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).</p>	<p>Do not support</p>
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>Support</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?



#11068



Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#11068



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

All over Auckland neighbourhood groups are working together to restore the health of local streams and bush. Local board funding is vital for these projects.



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: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do less

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

Transport that eases congestion on the motorways and other clogged roads. This could involve more public transport and some further roading/motorway development.

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



#11071



The Council needs to concentrate on core activities until its finances are stronger. Some of its cultural activities are nice to have but the cost benefit of them is doubtful in these financially troubled times. Excessive road cones and other management around minor road works (I gather some of the people benefiting from this set the standards!

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Auckland does have significant transport problems which imposes significant costs to society. Some of the raised pedestrian crossings and other minor road works on the roads near where I live provide marginal benefits (except to the contractors who built them). Speed humps and pedestrian crossings can be constructed in a simpler manner and have the same benefits.

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

Dedicated bus lanes to the west (like to the north) will help. There is a need for cheap and ample parking at the bus terminals to encourage people to take the bus.

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

Traffic management cones, trucks, etc. These are needed but need to be adjusted to the particular situation.

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

Tell us why:

4a. What is your preference on the proposal to establish an 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



#11071



Tell us why:

An elementary rule in investment is the importance of diversification. Having only 2 investments is risky in case something goes wrong - this has what has happened with the investments in the Ports of Auckland since it was repurchased (poor management) and the airport (covid).

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:

The return on the Port investment has been very bad. If the funds had been invested in a diversified portfolio the return would have been much better. The new operator will have to provide good service to compete with the Port of Tauranga.

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

Continue to use it to fund council services

Tell us here:

The Council has significant debt so the dividends can help cover operating costs and, hopefully, start to reduce the long-term debt.

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

Tell us here:

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



#11071



Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

It will give us a chance to see what can be done on the sites.

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Financial reasons - lease of port will be more valuable.

Transporting goods to and from Marsden Point and Tauranga will be expensive and will ultimately hurt the poorer people through increases in prices.

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.	Do not support
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.	Support
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to	I don't know



#11071



reduce the 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.	I don't know
Re-introduce recycling charges for schools.	Support
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.	Do not support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

Local board priorities

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

Waitemata



#11071



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

Other

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	I don't know
Seek opportunities to promote and celebrate heritage places in Waitematā	Not Important



#11071



including making digital content and place-based stories more accessible.

Tell us why

I don't think the Leys Institute building is worth saving. I would rather have a new purpose built building that would end up being cheaper and more useful (and I use the library).

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

There is potential for them to cost a lot and to not provide much benefit. It is difficult to imagine the Council really undertaking proper cost-benefit analysis on all of them.

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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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

Improving and increasing the count of bike lanes in the city centre, more busses and trains

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



Less roading improvements

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not agree with the stopping of raised pedestrian crossings and cycle lanes. Raised crossings greatly improve pedestrian safety, and cycle lanes move people out of cars, reducing congestion for those who need the roads

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

Cycle lanes, specifically in the city centre where they will be used the most

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

Less roading improvements and road maintenance

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

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

It is under-utilised and in a poor location. Unless further urban development were to happen around it, there are better stadium locations around Auckland such as eden park.

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

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



#11084



Tell us why:

Selling the Auckland Airport shares is a mistake and would result in

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Invest in the proposed Auckland Future Fund

Tell us here:

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

Tell us here:

I would prefer all port activity be gone from the Auckland city waterfront, and given back to the people of Auckland for a public space of some sort, whether it be a stadium, park, or other area.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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



#11084



Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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.	Support
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).	I don't know
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.	Do not support
Re-introduce recycling charges for schools.	Do not support
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	Support



#11084



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Proceed with the central proposal

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

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

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

Improved public transport

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



#11112



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Am concerned that the central proposal is dependent on contributions from NLTF or other central government sources. This government will not provide any funding for Auckland - other than to make sure the Botany busway is completed.

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

Ensuring any cuts (such as lower performing bus services) are well researched and alternatives are worked out to mitigate any negative effects on users.

Decent public transport in new developments to discourage more cars on the road.

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

No

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

I don't know

Tell us why:

I am unfamiliar with the stadium and its uses.

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

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

Tell us why:



#11112



Keep the airport shares as a strategic asset owned by council (and the public) and for future earnings. An 11% shareholding still holds weight with the AIAL board.

Transferring the shareholding into the Future Fund and giving it a mandate to sell the shares is not a good investment in Auckland future.

Setting up yet another council controlled organisation adds to the costs of council management.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Leasing the port takes control out of the hands of Aucklanders.

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

Invest in the proposed Auckland Future Fund

Tell us here:

The funds for Auckland's future need to come from somewhere and its straight forward to ring fence one income source, though I'm not sure how profits a repaid to council other than as dividends?.

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

Tell us here:

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.



#11112



Tell us why:

Auckland needs more public space on the waterfront. It is not only is it a benefit for Aucklanders but also attracts tourism, events and other opportunities - AS LONG AS THE LAND IS NOT LEASED LONG TERM TO PRIVATE OR COMMERCIAL ORGANISATIONS that result

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

See above

6a. What do you think of these proposals?

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



#11112



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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

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

Yes, you do not say if the reductions or savings are per annum or monthly or quarterly.
Bad questioning and this may have skewed your answers.

Local board priorities

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



#11112

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā	Fairly Important



#11112



including making digital content and place-based stories more accessible.

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Fine

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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?



#11122



2. What do you think of the transport proposal?

Support all of the 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?

Keep the stadium precinct as it is

Tell us why:

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

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

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#11122



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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual	Support



#11122



<p>programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	Support



#11122



6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Especially environmental, social and public transport issues. I don't like that roads are included in transport with Public Transport. I want more PT less Roads

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



Beauracracy

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Pedestrians and Cyclists are important too and should not be cut

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

Making Public Transport cheaper so more people use it

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

Expanding the roading network

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

Other

Tell us why:

Sell it!

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

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

Tell us why:

Its just the first step to selling them off



#11123



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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

We need the option to get rid of it in the future, in the meantime maximise returns.

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

Continue to use it to fund council services

Tell us here:

Minimise rates increases

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

Tell us here:

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

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

Cost to improve too high, let the ports pay

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

Keep Bledisloe Terminal as a Port of Auckland operational area



#11123



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	Support
<p>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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Support
<p>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.</p>	Do not support
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#11123



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

Transport	As proposed
Water	Do less
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

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

1. Reduce building vibrations, vehicle noise and nighttime bus noise caused by uneven road surfaces on the Great North Road in Grey Lynn.
2. Garbage collection and recycling.



#11129



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

I hope the city council can approve fewer shoddy and ugly townhouses, and have some local aesthetic values left over from previous generations.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

The original intention of all planning is good, but considering the completion degree of specific projects and the actual construction level, the final output may not be satisfactory, but may lead to high subsequent maintenance costs. Therefore, I am cautious about this.

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

library.

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

Raised sidewalks and bicycle paths.

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

I don't know

Tell us why:

I am not sure what this stadium really does for the North Port community.

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



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

Tell us why:

There is no need to set up another fund. The implementation of good ideas is often far from the original intention. Moreover, splitting up a large amount of money will only result in less and less, and will lead to additional expenses and unnecessary losses.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:



#11129



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

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Do not support
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.	Support
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).	Do not support
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.	I don't know
Re-introduce recycling charges for schools.	Support
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	I don't know



#11129



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

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: Waitemata

Your feedback

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

Do less (reduce council services/ investment), lower rates increases and less debt

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

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

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

no you should balance your books and use the assets you have and stop wasting our money on things like the bike lanes, what a waste of money and cyclists in Auckland central are not even using the bike lanes

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



#11165



Stop wasting our money on traffic roads, speed humps in the wrong places and wrong streets, stop making bike and bus lanes for no reason, you are ruining our roads

2. What do you think of the transport proposal?

Don't support any of the proposal

Tell us why:

Because I have lived overseas and they do a better job and the trains need to run properly

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

not on traffic and transportation and on roads

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

spend less on traffic, transportation and roads - there are so many roadworks everywhere and its causing problems but there are no solutions and it has been going on for years

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

Consider redeveloping the stadium precinct

Tell us why:

I go there with the Moana Pacific rugby team as a volunteer and it is run down

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

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



#11165



Tell us why:

I don't trust what the council will do with the money. It sounds like its just shifting money from one account to another

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Because if you lease it out, someone else will redevelop it and do whatever they like. Don't try and trick us with the money and this new fund

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

Other

Tell us here:

why are we investing in the future when we have problems now - I don't think council are problem solvers, just pencil pushers

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

Tell us here:

Not really interested in the ports do you have other options that will benefit the community without the council getting the money all the time and spending it on rubbish

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

I don't know



#11165



Tell us why:

Didn't even know there was a Captain Cook terminal - thought there was just the cloud and the ferry terminal and car parking but all the roads are blocked anyway

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

I don't know

Tell us why:

I didn't even know there was a Bledisloe Terminal - I only know the Bledisloe Cup

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.	Do not support
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.	Do not support
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).	Do not support
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.	Support



#11165



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.	Do not support
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.	Do not support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

don't charge the schools

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#11165



I do not support any priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why



#11165



this sounds like a plan for wealthy communities and especially only hearing about youth in Newmarket. Newmarket is not the only community with youth and why is it a focus? What about Western springs, Mt Albert which also has youth?

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

As above

8. Do you have any other comments?

Why isn't Niuean listed as an ethnic group on your hard copy?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	As proposed
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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

Global warming response by increasing natural assets that take up emissions, mitigate erosion and provide a healthy (mental and physical)environment for all life. This would save money i.e. no more destruction and make-work.



#11176



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

Decreasing trees and other significant foliage in favour of manmade structures and weeds, especially grass. This has been unrelenting for the last couple of years in every public place I have visited including roadside berms, parks and reserves. Let them grow: it costs nothing. The decimation already wrought is ugly and unhealthy for plants and animals.

2. What do you think of the transport proposal?

Support most of the 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?

I don't know

Tell us why:

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

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

Tell us why:



#11176



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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#11176



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	



#11176



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

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

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	



#11176



Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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

I would prefer less was spent on roads and more was spent on public transport and bike lanes. That is why I have not answered the first question.

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



#11178



Less money spent on roads for cars.

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

The great north road cycleway has been approved twice and now it looks like it is not going to be done because of the regional fuel tax.

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

cycleways and electrifying the ferry network.

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

roads

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

I don't know

Tell us why:

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

I don't know

Tell us why:

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



#11178



I don't know

Tell us here:

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

I don't know

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?

I don't know

Tell us why:

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

I don't know

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	Support
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#11178



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	Do not support



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2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

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

I would support an increase in the water quality targeted rate

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important



#11178



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	I don't know

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Proceed with the central proposal

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

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

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

Water:

Water management is a huge issue for this city and one that will eat away at us if it is not addressed. We must continue to fund the Interceptor pipelines and address our wastewater runoff. I strongly support the Making Space for Water programme. If the



#11195



government gets it together and puts a proper water management plan in place, I hope we can Do More and deliver these plans faster. If not, I support the central proposal.

Parks and Community

I do not understand what is meant by “continuing to transition the parks and community portfolio from an asset to a service approach to allow greater service flexibility”. What does that mean for parks & community facilities?

What I care about is maintaining the number of libraries, community centres and parks, NOT reducing them, and funding their maintenance and upkeep adequately. I understand we are not in the position to develop or enhance these in the current budget but it is very important not to lose these spaces, as they are the glue that holds our communities together. The loss of the Third Space leads to measurably worse outcomes for everyone in a community. I truly truly believe these spaces to be the most important parts of our city. If you cut them off you are choking the life from Auckland.

Economic and Cultural Development

I am glad these are paired together because it is important to consider spending on cultural events across the city to have significant economic impact. We want to be a city that people want to go to, spend time in and revisit. Having a vibrant arts, culture and events scene is the best and easiest way to see this happen. The flow-on effects to the hospitality, tourism and hotel industries is also significant, boosting the economy of the city as well as the vibrancy of its communities.

If we want to consider seeing the city return to pre-covid levels of activity and spending we must strongly consider returning event and economic development to these levels as well. People will not turn up for nothing.

Council support

If this “fit-for-purpose technology” you are proposing is replacing face-to-face interaction with AI chat bots, that is a bad idea. They lie, people don’t like interacting with them and they are inherently limited in their capacity for understanding, empathy or creative solutions. If this also means reducing CAB support, I do not support that at all. CAB is incredibly valuable for Aucklanders, especially our most vulnerable.

Also, don’t mess with the regional amenities funding legislation please. It is maintaining assets essential to the identity and economy of the city, and producing value far beyond what is invested into it.



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

No.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Increasing public transport use through faster and more reliable services while using parking and enforcement to de-centivise private vehicle use is exactly the right direction. However, I don't think that delaying the increase in track maintenance costs for Kiwirail is a good idea. The trains seem to be constantly broken or delayed at the moment, and it is better to spend the money and get these to a functional state than deal with the constant workarounds and delays that come from a non-functioning rail system. Especially once the CRT is online, we would be shooting it in the foot if it didn't connect to a functioning rail system city-wide.

I think that rail would be a better investment than funding the unsealed roads improvements. I use gravel roads all the time and often they are in better condition and easier to maintain than sealed roads in the same areas.

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

Rail

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

Unsealed road improvements

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

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:



#11195



The stadium is severely under-utilised and this needs to change. It is a wasted asset at the moment.

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

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

Tell us why:

I agree with the establishment of a regional investment fund, professionally managed and allowing the council to re-invest the dividends to increase financial stability.

I oppose selling off more shares in AIAL and subsequently losing a stakeholder vote. A city as isolated as our own should not leave its only airport entirely in private control. The city should have a say in the management of the airport. By transferring these shares to a fund managed by a third party, the council is relinquishing its stakeholder vote and any control over the operation of AIAL. I do NOT have trust in "the commercial incentives inherent in private ownership", if there is one thing you cannot trust it is the free market. It is far too vulnerable to exploitation. What say it is no longer financially appealing to fly into Auckland? I also think the Externalities risk is higher than it was assessed for – as regulations on land-use planning, licensing and consenting is vulnerable to central government changes that can adversely affect Auckland residents and buildings. If AIAL proposed to add a new runway, would the environmental and noise risk be assessed and consented by the council, or would it instead be pushed through under the new Fast Track Approval Bill without proper consultation with Auckland residents? This is also true with the Overseas Investment Office – these are subject to central government changes in policy, and the Auckland Long Term Plan should be looking out for the future of the city beyond the term of a single government. We risk ending up like Greece, with its national port owned by foreign governments. I support the status quo of maintaining ownership of these shares.

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



#11195



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

I am not opposed to leasing out POAL as it does not function well as a CCO. While a 35-year lease does stand in the way of optimising waterfront land and enhancing community control, the reclamation of the Captain Cook and Marsden wharves does give some of the port land back to the city and it is probably all we could afford to redevelop over the next 35 years anyway.

I would rather use the lease for POAL to invest in the fund, rather than AIAL shares. At least with PAOL we retain ownership of the asset and can still (eventually) vote on how we want the asset to be used in the future. This would still allow for the establishment of the fund and some self-insurance to reduce premiums – and if, in the worst case scenario, the council immediately has to spend all of that money on disaster response following a climate-related event in the near future, we haven't lost anything permanent. We would just have to wait out the lease.

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

Invest in the proposed Auckland Future Fund

Tell us here:

I agree with the establishment of a regional investment fund, professionally managed and allowing the council to re-invest the dividends to increase financial stability. I oppose placing assets which may be lost forever, or which significantly shape the city itself, in the hands of a private, non-elected third party with no accountability to the voter or ratepayer. Investing proceeds from a POAL lease allows the first and avoids the second.

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

Tell us here:



#11195



The council’s credit rating is not a valid reason to sell assets. A council works on behalf of its inhabitants, not for a good financial score.

A full self-insurance policy is far too risky. It would be very unpleasant if the council went bankrupt after a bad storm.

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

I strongly support transferring ownership of the Marsden and Captain Cook wharves to direct council ownership, so that they can be redeveloped for public use. This will greatly enhance our city for residents, tourists and on the world stage. I definitely

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Ideally the Bledisloe Terminal will eventually be re-leased as well but this might come after the lease on POAL is up. I think the council will have enough on its hands over the next 15 years.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
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#11195



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>Support</p>



#11195



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 agree with the central proposal for rates, but I am not opposed to paying slightly more to cover the cost of not selling the AIAL shares into the Future Fund.

I know people are struggling, but a pay less, get less scheme is sending the future of the city up in smoke. The council needs to look to the future of Auckland with the Long Term Plan – the immediate relief of cost-of-living pressures should be a central government concern.



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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#11196



2. What do you think of the transport proposal?

Support most of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#11196



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

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.



#11196



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



#11196



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#11196



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Regional fuel tax should not have been scrapped! Congestion tax needs to be introduced - get people using public transport or walking & cycling

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



#11200



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Don't stop putting in cycleways- we need them!!

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

Yes - pedestrianisation of the city- K Road- Queen Street & other areas - rapid transit is a must!

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

Yes - more roads mean more cars

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

Consider redeveloping the stadium precinct

Tell us why:

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

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

Tell us why:

Don't do this - short term ism is doingbwhat we have done for the last 3 decades - I would hate to have private equity funds owning our precious assets




#11200



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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

 we need to be able to control our port and development of our waterfront - a 35 year lease would be a detrimental step

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

Continue to use it to fund council services

Tell us here:

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

Tell us here:

Borrow more - be bold !!

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

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

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#11200



Tell us why:

6a. What do you think of these proposals?

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



#11200



<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

<p>Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.</p>	<p>Fairly Important</p>
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#11200



Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Very Important
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Very Important
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Fairly Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Very Important
Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Fairly Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

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

Surf lifesaving clubs play a vital role in our community, providing essential services to keep our beaches safe. However, many of these facilities are reaching end-of-life and are in need of replacement. Without adequate funding, our clubs will struggle to continue their lifesaving work effectively.



#11201



- Without fit-for-purpose facilities that people enjoy visiting, the Auckland region risks losing the volunteers who provide the service, spelling the end of more than a hundred years of vigilance on our beaches.
- We therefore request that Auckland Council allocates \$8.02 million in funding within the Long Term Plan specifically earmarked for the rebuilds and ongoing maintenance of surf lifesaving club facilities, as per Surf Lifesaving Northern Region's Surf 10:20 Capital Development proposal.
- Mairangi Bay Surf Lifesaving Club has existed in its current location for 70 years. The current membership comprises ~150 active lifeguards, over 500 Junior Surf children aged 6-14yrs and a further ~600 associate members. The building is well past its useful life and can no longer adequately cater for its membership and activities. A new building is therefore imperative to continue being able to serve the membership and community.

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?

Support all of the proposal

Tell us why:

It was a mistake to scrap the fuel tax. The harbour bridge is an economic life line and it's past its design life. Transport must be a priority in any growing economy!

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

Infrastructure in general. How can I teach my children that water poverty is real, natural resources are finite and that some people desperately need clean drinking water when walking to school they see the same leak unrepaired for weeks!

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

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



#11201



Keep the stadium precinct as it is, Change the operational management

Tell us why:

Make it commercially work. It's not being run or managed by people who will make sure it turns a profit

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

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

Tell us why:

Selling assets is like not putting in to KiwiSaver, it will hurt you in the long run.

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

I don't know

Tell us here:

Hard to say without more detail. Leasing could be a good option. But why not invest in Whangarei bring economic benefit to the far north and think about something different for the port space

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

Continue to use it to fund council services

Tell us here:

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



#11201



Tell us here:

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

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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.	Support
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	Support



#11201



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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Do not support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

With regard to Question 1c, Auckland Council has a central proposal that recommends spending more where it is needed most. Surf Life Saving facilities are a critical component of our community. They have served as temporary welfare and community centres, as well as civil defence centres during regional emergencies, including during the Auckland Anniversary flooding and Cyclone Gabrielle. Mairangi Bay Surf Lifesaving Club volunteers rescued over 70 people in the Auckland Anniversary floods and did so operating out of storage shipping containers.



#11201



· Our facilities aren't a nice to have, they are the heart of our service. Allocated funding is essential to ensure the continued operation of our clubs and the safety of beachgoers. The amount requested is minimal when compared to the benefit it will have for the region.

Local board priorities

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

Hibiscus and Bays

Henderson-Massey Local Board Priorities

7b. What do you think of our proposed priorities for Henderson-Massey in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Our People – create opportunities that support connectedness, diversity and inclusion in our community.	
Our Environment – focus on initiatives that increase tree canopy cover, improve water health and provide for resilient and low carbon communities across Henderson-Massey.	
Our Community – ensure the maintenance and development of 'fit for purpose' local services and spaces meet the needs of our diverse communities.	
Our Places – support initiatives that improve walking and cycling opportunities.	
Our Economy – continue to support the Western Initiative to deliver the Youth Connections programme.	

Tell us why



#11201



7c. What do you think of the Henderson-Massey proposed priorities for the 10-year budget 2024-2034?

I support all priorities

Hibiscus and Bays Local Board Priorities

7b. What do you think of our proposed priorities for Hibiscus and Bays in 2024/2025?

Fairly Important

More specifically, what do you think of each priority we've listed above?

Support the development of community led resilience networks in our area, so our community and organisations will know who does what, where to get information and how to help, including in emergencies.	Very Important
Support and advocate for further protection of our sea, soil and fresh water from contamination and sedimentation through methods such as re-naturalisation, or daylighting.	Fairly Important
Engage with our community and key stakeholders, including mana whenua, on the future uses of our undeveloped reserves, and older established ones, including investigation of cost-effective options for other informal recreation and play in these areas.	Very Important
Continue to support activities that promote vibrancy, diversity and showcases creativity in our area, such as events, festivals, and other shared experiences in our public spaces for all.	Very Important



#11201



Continue to renew and enhance the paths network (greenways) to create a safer, off road, well-connected networks for active modes of transport.

“Finalising the review of the 2015 Mairangi Bay Reserve Management plan and supporting the Mairangi Bay Surf Lifesaving Club to progress its redevelopment project is imperative for the upcoming year.”

Tell us why

“It should be a priority to deliver the Mairangi Bay Reserve Management Plan outcomes within the 10 year period, including a new surf lifesaving club building and associated storage, road closure and seawall maintenance.”

7c. What do you think of the Hibiscus and Bays proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

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

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

Cycle ways.!

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



#11208



No

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We need light rail and cycleways

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

Light rail..above ground. Be a forward-looking council. Be bold...do it. Borrow for it.

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

No

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

Consider redeveloping the stadium precinct

Tell us why:

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

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

Tell us why:

Don't sell off the family silver. You are leading us down the slippert slide of privatization. See how privatization has shafted the UK!



#11208



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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

So, private enterprise pays upfront for the privilege then pays more in lease fees?
You're dreaming!

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

Continue to use it to fund council services

Tell us here:

Forget the flawed future investment fund. I don't trust you with that. You'd sell everything for short term gains. Think ASB BNZ Railways Aur NZ...all disasters!!

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

Tell us here:

Forget the future Fund. Hands off our assets

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

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area



#11208



Tell us why:

Keep Auckland Port

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.	Support
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.	Support
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).	Support
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.	Do not support
Re-introduce recycling charges for schools.	Support
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.	Support



#11208



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

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

No

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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#11208



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemātā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Only fairly important!

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

You don't summarize that unfortunately and I don't have the time to revert back and try to find that.

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: Waitemata

Your feedback

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

I don't know

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

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

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?



#11235



Do not support most of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an 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?

I don't know

Tell us here:

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

Continue to use it to fund council services



#11235



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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

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

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>



#11235



<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p></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?



#11235



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): CCRG - Auckland City Centre Residents' Group

Local Board: Waitemata

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

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?

Support all of the proposal



#11263



Tell us why:

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

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

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

Keep the stadium precinct as it is,Other

Tell us why:

North Shore residents should have the say on this. See attached doc

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

Other

Tell us why:

While we see a good value in creating an Akl Future Fund, this should be funded by Govt return of GST on their properties, that should not be exempted from rates and other targeted rates, as their properties get the same benefits as everyone else currently paying rates. See attached doc

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

Other

Tell us here:

As above for Airport.See attached doc



#11263



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

Other

Tell us here:

Both. See attached doc

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

Tell us here:

See attached doc

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

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

See attached doc

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

Support



#11263



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	I don't know
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	I don't know



#11263



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

See attached doc

Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know
Phased delivery of improvements for Heard Park.	I don't know



#11263



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

More funding and devolving of powers to the WLB (and all boards) needs to occur.

The city centre does not fit into the one size fits all approach that is often imposed on the city centre, as if living here were like living in a suburban house. Emergency

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

There needs to be more concrete proposals for the city centre - the plan appears to be heavily biased towards the suburbs. Residents here appear to not feature much beyond the nebulous 'improving perceptions of safety' ambition. How will WLB do that? The city centre has by far the largest and densest concentrations of deprived communities in the LB area, including homeless and Kainga Ora, as well as significant areas of StasNZ deprivation areas 8+. The city centre needs more outreach and amenity for those populations, including in Victoria Quarter. CABs need additional support, and all of our community facilities need additional support, not less. Ellen Melville Centre should refocus on its Residential outcome objective, which seems at times to have been lost in a rush to have as many events as possible, any type of event. The EMC and Freyberg Ops/Mgmt plan need to be audited for compliance and reviewed in the



#11263



light of the audit. This audit should be undertaken with the assistance of CCRG and especially neighbouring properties. The WLB must take a more active role in ensuring the EMC is run according to its well consulted and agreed plan, and ensure the mgmt plan is actually being audited for compliance and effectiveness. Which is not happening currently.

Definitely support the parks mgmt plans - well overdue. Look forward to there being significant opportunities for locals to influence parks in their areas. The city centre library needs additional funding to meet the needs of the resident population - a population that has high levels of isolation, and lack of connectivity and sense of community. Libraries and community spaces provide all that, or can, as well as providing some much needed emergency resilience opportunities. Please advocate for much capacity and commitment to better bylaw enforcement.

8. Do you have any other comments?

see attached doc

Our initial comment is that it is very difficult to provide useful feedback on a LTP unless the same level of information provided about expenditure is also available about revenue streams. However, there is very little information on revenue figures, either in total or by expenditure category, which creates a complete vacuum in terms of what it is prudent to respond to.

Page 15 of the document asks the question – What is the problem we are solving? Once again, if we have little, or no information, about the gap between expenditure and revenue for each activity, how can we comment on what the problem is, let alone how it might be resolved?

We will therefore confine our feedback to the grouping of the suggested funding options.

Asset Sales – suggested disposing of surplus property assets.

CCRG would support this but only if the revenue from property sales is invested in alternate revenue generating activities. Asset Sales should NEVER be used to subsidise rates revenue.

Assets of value to communities should always go through a robust and transparent consultation.

Government Funding – local and central government fairly sharing the cost.

YES and in this regard it is our view that Auckland pays more than its share of tax revenue for national projects but gets less than their share for local projects. We think there is an opportunity here for further discussions with government and sharing GST revenue may well be an initial starting point.

Debt – using borrowings in a sustainable way to pay for long life assets.

CCRG agree with this as it is a general business approach based on benefit and risk, and we assume Council determines both with supported professional advice.

Rates – balancing affordability with the need to pay for all the things we need to deliver for Auckland.

Agreed.

Capital Investment – choosing what assets we build or buy.

We agree that this is a sound approach to investment but is always subject to public consultation.

Spending on services and activities – doing more, or less, faster, or slower, or doing things more cheaply.

CCRG support the status quo as it has decades of evidence to suggest that is the correct approach. This is also an approach which is capable of the required flexibility year by year.

**Changes to Port operating model and shareholding in Auckland International Airport Limited (AIAL).
Establish an Auckland Council-owned investment fund.**

CCRG do not support the proposal to sell shares in Auckland Airport.

Similarly, we do not support the leasing of the Port operations based on the advice on page 65 of the LTP which states that leasing the PORT is projected to deliver no more than \$8.5m annually compared to retaining it in Council ownership. That could best be described as the margin of error when dealing with assets or income of an entity the size of POAL. We just do not have enough independent advice and analysis to proceed with this proposal. We consider retaining the assets by Council ensures that profits are returned to a New Zealand entity for the benefit of all New Zealanders.

CCRG support the Waterfront Plan in terms of utilising Captain Cook Wharf for cruise use and redesigning Queens Wharf for events and public space as per the City Centre Master Plan and associated City Centre Action Plan. We also support a gradual release of Bledisloe Wharf, certainly the use of Bledisloe would be suitable for the extra large cruise ships.

However we do recognise that achieving the central wharves strategy maybe tied up with Port futures in ways that are difficult for CCRG to either anticipate or influence.

We would request that Council not agree to any developments on Queens Wharf, additional to what was there on 1 January 2024, until both the Waterfront section of the CCMP is updated AND the Queen's Wharf Master Plan has been through the required public consultation process and adopted by the Planning Committee.

Revenue Generation

In terms of revenue, CCRG have recommended to Council for the past two years that they could, and should require from Auckland Transport, that substantially more income is generated related to the very high level of transport expenditure. We have suggested that this comes from parking fees. There are currently 1.7m registered vehicles in Auckland and if each paid a \$500 parking fee per year, i.e. \$1.37 per day, Council would generate another \$850m annually, so over a decade, \$8.5billion. That would also allow for the removal of all parking metres and a more robust management of time limits as required.

Our suggestion above is based on the long-standing requirement that everyone else who uses public space for a private benefit pays for it so why should vehicles be exempt? On that basis, CCRG also recommend to Council that they reduce Auckland Transport share of rates revenue by the required percentage that allows Council to fund all other essential expenditure for the next two years.

Council should also consider delaying the purchase of electric ferries, as part of AT's cost reduction programme. This would allow for the appropriate consultation on where, and how, the infrastructure needed to support electric ferries can be located, in a manner that does not reduce public space on Queens Wharf. While we very much support the introduction of E-Ferries, projects of this scale, cost, and potential impacts, should not be rushed through without any formal consultation.

This will assist Council to fund some of the essential works required following the damage caused by Cyclone Gabriel last year. It also provides adequate time for Auckland Transport to produce a range of agreed plan options for various transport infrastructure projects that Council can approve quickly as/when required e.g. cycle lanes, pedestrian crossings, bus lanes together with information as to where each of these will/could be applied, either as new infrastructure or repurposing existing infrastructure.

It also allows space for Auckland Transport to carry out the necessary analysis and work on increasing revenue to a level that leads to transport being a self-funded activity within 10 years. This is the same as we now require for water/wastewater, electricity, telephones/internet and similar infrastructure across New Zealand.

We must generate more revenue from the CCO's requiring the highest budgets i.e. AT. Although not always popular, AT has many levers. These need to be pulled, instead of spending any more time and energy on lamentations and hand wringing.

North Harbour Stadium.

CCRG suggests that the decisions on the utilisation of this facility should be made on the recommendations of residents who live in this area. More generally our comments would be that it is probably a better utilisation of valuable assets to upgrade this, than it is to build yet another stadium in Auckland, given the huge costs involved in utilising, servicing and maintaining these facilities. The alternate options, which CCRG would support, is that any new stadiums are built, owned and managed by the private sector at their cost and risk.

Thank you for the opportunity to contribute to Auckland Councils LLTP and CCRG look forward to working with Council on its implementation.

██████████
Chair CCRG
info@crg.org.nz
www.crg.org.nz
██████████



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: Waitemata

Your feedback

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

Do more (increase council services/ investment), with higher rates increases and more debt

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

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

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

I would like most emphasis on climate change resilience. For example, public and active transport, planting for resilience - eg Herne Bay cliff areas with trees at the top were more resilient than those simply in grass. Etc...



#11282



I would like to see annual reporting on comparative spending in different local board areas, to ensure that richer suburbs like mine are not further advantaged, and disadvantaged suburbs have often long term lack of investment rectified..

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

Taxation is the basis of a civil society. I don't like to pay - and I'd rather pay, and have Auckland and its peoples benefit.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

It is critical that we get our transport climate ready, and support sustainable transport.

I am against a second harbour crossing. We are at or near peak private car transport - the planet cannot afford our addictions! We need to focus strongly on public and active transport.

The planet is already warmer than was anticipated at this point. Extreme weather events, possibly of increasing scale, are more likely in the medium to longer term.

Auckland - and Aotearoa/ NZis likely to lose some of the natural assets that we love and enjoy, if we do not act with greater commitment and more foresight. When will our beaches be gone? Sand from up north will not help retain them in the medium term...

I am against reducing public transport to poorer areas where car ownership and incomes are low, and many live near or at the end of a long transport route. Their lives are hard enough. There needs to be far more transparency and detailed investigation of impacts on local communities to check out their needs. I am very well serviced by public and active transport facilities, because I live closer to the CBD.

A key criteria should be an equitable public transport system. This would require far more investment in the south and the west than is currently the case. What are the Eastern Suburbs and the North Shore so favoured?

Further comments are below.



#11282



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

Climate change, public and active transport, public education about what we can each do to protect our region into the future.

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

Focusing on the CBD and richer areas at the expense of poorer town centres and areas. I'm very aware Auckland has airport shares because of Manukau City's foresight. We need to support poorer areas become more resilient - rather than leaving them to change in an unclear future...

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

Change the operational management

Tell us why:

It sounds as though this option can be begun straight away, and focuses on the community. Involve the local and North Shore community more, so as to get a better idea whether redeveloping the stadium precinct is a sound long term option, given climate change and community needs.

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

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

Tell us why:

I was against selling AIAL shares last years. I reluctantly accepted a partial share sale, and then regretted it. Day to day costs should not be covered by investment capital.

There is insufficient information to be clear about the benefits of the proposal, and whether the management structures proposed would work in practice to achieve the best outcomes for Auckland in the medium or long term.



#11282



It is unclear how and when the Governing Body would use the funds, and how quickly Auckland would lose its nest egg.

I strongly disagree with depleting the fund to simply avoid or reduce necessary rates rises.

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

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

It is clear that the Governing Body will use funding from a lease as a "sweetener" to reduce rates increases in the next Council election year. I am most uncomfortable with such action.

Indeed it is proposals like this one that reduce my confidence in the Council. Hence in part, my iffiness about the Future Fund.

In addition the Council is not actually telling Auckland how long, given climate change, it considers the current port to be viable, and/or how its current viability will be maintained.

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

Continue to use it to fund council services

Tell us here:

But only for agreed key capital projects - not for ongoing Council services, etc.

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

Tell us here:

See above.



#11282



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

Other

Tell us why:

It appears that the Council is assuming that any sea level rise will be minor and will not affect the medium or long term viability of the wharves.

I would like to see the Council's contingency planning for sea level rise, both for minor seas level rise,

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

Other

Tell us why:

See above.

6a. What do you think of these proposals?

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



#11282



<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>I don't know</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?



#11282



Local board priorities

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

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	I don't know
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#11282



<p>Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.</p>	<p>Fairly Important</p>

Tell us why

We are a community that generally has a lot of community assets - from beaches, to parks to libraries, and community halls and centres. Far more than many other areas. Since the Anniversary weekend floods there has been substantial work checking out our

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

As previously indicated, it is important that the Council support all local boards and areas so as to support local communities. Over time such support should ensure more equitable access to key local resources and community assets, including the provision of community assets such as community hubs with community halls, libraries and parks. The Council also needs to invest in communities so as to support community involvement so as to better enable communities to manage during and after events such as the 2023 Anniversary weekend floods, etc.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?

We need more bike lanes, and raised pedestrian crossings to make life safe for people who walk and ride.

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

Please remove the parking on public roads and replace it with bicycle lanes.



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

It is wrong to be promoting more roads when the world needs us to stop using fossil fuels.

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

Safe Bicycle lanes, raised pedestrian crossings to slow the traffic and protect our children from speeding motorists.

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

Roads

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

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The commercial port should be moved to the deepwater harbour at Marsden Point. The Port of Auckland should be returned to the people of Auckland to be used and enjoyed. It is our waterfront.



#11309



4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Do not lease the port for 35 years. It is our port and we Aucklanders should be able to enjoy the waterfront.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Use the money to develop the waterfront into a park and public space for all Aucklanders to use.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#11309



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#11309



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 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important



#11309



Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#11326



I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#11326



Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>I don't know</p>



#11326



for next year than previously planned. This reduces this rate 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).	I don't know
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.	I don't know
Re-introduce recycling charges for schools .	Do not support
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#11326



Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Very Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Very Important
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Very Important
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Very Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Fairly Important



#11326



Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Fairly Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Pumptracks, learn to ride tracks, bike skills courses, trails, and other recreational cycling facilities where people can safely grow their confidence on a bike

Eke Panuku's redevelopment of town centres, which often includes making safe walking and cycling connections, as well as improving access for disabled people.



#11335



Improvements aligned with the Central Rail Link like the Karanga-a-hape station improvements project, which includes a protected cycleway along part of Pitt street, a pedestrian mall in Mercury Lane, and could include improvements for Canada Street

The Making Space for Water programme's inclusion of "blue-green corridors". These are walking and cycling paths through greenspaces and alongside streams, adding to our walking, cycling network while also creating a natural drainage area.

Auckland Climate Grants and the Live Lightly Programme which can fund community-led programmes to empower people to ride bikes for transport

More investment for local boards: enabling them to better deliver on local climate action plans and local transport priorities

Auckland Council should do more to realise its Climate Plan and Transport Emissions Reduction Plan.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Spend less on roading. Don't increase road capacity on any existing roads - it will encourage more traffic. We don't want more traffic.

Stop greenfields development on the edge of the city. It increases transport costs for households and infrastructure costs for the council. We need a compact city - better for climate, health and the economy.

2. What do you think of the transport proposal?

I don't know

Tell us why:

I strongly support investing more in public transport, including making it cheaper.

I strongly oppose stopping initiatives such as raised pedestrian crossing and cycleways.

Given this, it seems hard to answer question 2 using the options provided. I don't think it's a good question.

2a. Is there anything you would spend more on?



#11335



Increased investment in cycling infrastructure and maintenance. Investing in cycling has benefit-cost ratios of anywhere from 10:1 up to 25:1

Support for more raised pedestrian crossings and increased maintenance of our footpaths

Support for “Dig Once”: aligning delivery of transport projects with delivery of other infrastructure such as water improvements, to reduce costs and disruption overall.

That Auckland Transport could leverage road renewals and maintenance for quick fixes that make streets safer for walking and cycling every time a road is repaved, repaired or repainted.

Support for multi-modal trips: such as the proposed \$50 weekly cap for public transport, bikes on buses, more investment in train services, and whether or not you support light rail

Let Auckland Council know you want them to advocate to Central Government and Waka Kotahi for a lane on the existing Harbour Bridge to be reallocated for walking, cycling, and wheeling.

The UN for Environment recommends 20% of our transport budgets are towards walking and cycling but Auckland Transport typically allocates under 1% of our transport budget on cycling – note how we are massively underinvesting!

Auckland Council’s commitment to the Transport Emissions Reduction Pathway, and Te Tāruke-ā-Tāwhiri, Auckland’s Climate Plan.

completing the Downtown and Midtown Bus improvements

more cycleway and walking connections

safety projects around schools and town centres.

better funding for maintaining, expanding and promoting the public transport network, including to more remote areas

rolling out electric ferries and more low-emission buses, plus supporting infrastructure

improving Lincoln Road and New North Road for walking, cycling and public transport (but no increases in capacity for cars)

greater investment in rail: rolling stock, and more support for ongoing Kiwi Rail track maintenance

Street trees and rain gardens



#11335



2b. Is there anything you would spend less on?

Stop widening roads (stop increasing road capacity). This will lead to substantial savings. Increasing road capacity leads to increased traffic, which is the last thing we need.

I do not support the full expansion of the 'unsealed roads' programme.

Spend this money on improving other modes instead.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The airport shares are a strategic asset that has paid good dividends in the past and will again in the future. We are also concerned that the fund would be whittled down in time in a reactive way rather than being used strategically to transition to a low-carbon and resilient economy, and city.

There are currently no ethical parameters for the Future Fund, so it might invest in companies that exacerbate the climate issues that the fund is designed to address. Investing in a non-ethical fund may jeopardise council's access to low-cost infrastructure loans via Green Bonds.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#11335



Tell us here:

Leasing the port would privatise it for a generation or longer. We would lose control over a key part of our waterfront and the income from its profits (\$52M last year). The proposal may also lead to worse outcomes for workers, and higher costs for New Zealand businesses and consumers. We are concerned also that there will not be sufficient maintenance and modernisation in the latter years of the lease, meaning Aucklanders would have to bear these costs.

Also see above concerns over the Future Fund (as in 4a).

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Port dividends have always been used to fund council services

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

It will open up more of the waterfront space for public enjoyment and events. Cruise ships could be relocated from Queen's Wharf, meaning less impact on ferries and a more enjoyable space.

5b. What option do you prefer for Bledisloe Terminal?



#11335



I don't know

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.	Support
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.	Support
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).	Support
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.	Support
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.	Support



#11335



<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?

We should design fees and charges so that, wherever possible, the cost to people on low incomes is lower than for people on higher incomes.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

<p>Deliver a new civic space at 254 Ponsonby Road.</p>	<p>Very Important</p>
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#11335



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	I don't know
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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): Leys Orchestra

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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?



#11347



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)?

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?



#11347



Tell us here:

5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#11347



businesses and raises the share paid 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 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#11347



Other

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why



#11347



► Leys Orchestra fully supports the Waitematā Local Board's plan to “Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works” in its Key Projects and Activities (page 131).

Leys Institute is a nation

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

► Leys Orchestra advocates for continued Auckland Council support of the annual Auckland Heritage Festival. The orchestra has participated in the festival every year since its inception in 2007. Our heritage concerts bring early Auckland music-making to a wider audience, and raise awareness of the orchestra.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Put even more funding into libraries.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#11348



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Cycling infrastructure

Walking infrastructure

2b. Is there anything you would spend less on?

New roads

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Once assets are privatised, it becomes something that is difficult to control and to make publicly owned again in the future. It is short term thinking.

4b. Which option do you prefer for the future of Port of Auckland?



#11348



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

nce assets are privatised, it becomes something that is difficult to control and to make publicly owned again in the future. It is short term thinking.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?



#11348



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	



#11348



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#11348



Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Restore parks, tracks and reserves from 2023 storm damage: half the tracks in my neighborhood have not been touched. Others around Auckland are still closed over a year later.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#11378



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Lean harder toward clean to address climate change, improve air quality (reduce particular matter), reduce congestion.

2a. Is there anything you would spend more on?

Public transport

Walkways and cycle ways

Decarbonisation (ferries, buses, council trucks, trains)

2b. Is there anything you would spend less on?

Roads--incentivise public transit, not more private vehicles.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Under use of stadium: Aucklanders are speaking with their feet and wallets.

4a. What is your preference on the proposal to establish an 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



#11378



Tell us why:

With 2023 sale of AIAL shares, the Council sacrificed any influence on airport's strategic direction--which was a strategic mistake. Unfortunately, at 11% the shares are nothing more than a financial investment--so logic of diversification and better returns makes sense.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

The projected profit of \$866M over the period is only \$75M or 8% less than the projected financial contribution of lease proceeds--well within the margin of error. AND, we keep control of the port in the mean time.

Several past studies confirm the port is not sustainable in current form--but we'd be locked in for 35 years, blocking any strategic alternatives for the port. With a lease, Council loses most influence over port impacts: lease terms, regulations and consents are weak controls over an operating company.

POAL can give good returns as long as the board hires quality management with the right values and lets them run the port without interference. We can get a good return without giving up control (which we lost at the airport).

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

Concept of a Future Fund is sound for reasons given. We just have to build the fund over time and port dividends as a source makes sense. Over the period of a 35 year lease, time, port dividends will generate a similar size fund.



#11378



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Self-insurance is a great concept.

To be honest, asking the public to have a say on implementation options is performative: only a tiny number of Aucklanders have the expertise or interest in these legal and governance issues, so is waste of ink.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Captain Cook and Marsden wharves are not essential for a sustainable port and would free up waterfront for Aucklanders.

My cynical side has low trust that Auckland Council will use the land wisely: I fear it will end up either a silly amenity like sand b

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

As the booklet describes, transferring Bledisloe would gut the port. A built our wharf with a new car terminal and purpose-built cruise wharf and facilities would generate a lot of revenue and drive tourist business for the CBD. Retail, office or residential development--which is the likely future for Bledisloe--can be done anywhere; but cruise landings can happen only at the port.

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	Support
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#11378



<p>the protection of native ecosystems 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 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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>



#11378



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I don't know

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know
Phased delivery of improvements for Heard Park.	Fairly Important



#11378



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Improve and support more rail network, for freight, commuting and domestic travel.

Keeping the city centre cleaner, and developing a program (as Paris and other cities have) requiring local businesses to be responsible for their particular patch of footpath and storefront.



#11392



Plant more trees, and plant-filtering water catchments.

More downtown public toilets and drinking water facilities.

More central activities/programs for the elderly and/or infirm

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Leaf blowing - a complete waste of money and causes noise and/or air pollution.

Using greenfields for housing spread rather than for food and greenspace.

Hire fewer consultants.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Pedestrians need more safe crossings, not fewer.

Bus lanes need much better markings if they are to be more than an income stream. No one new to the city can follow unclear rules and hidden markings in heavy traffic.

Do not reduce cycle lane work.

Encourage and support more rail network.

2a. Is there anything you would spend more on?

Speeding enforcement equipment/personnel.

Ridding the central city of cars altered to make them incredibly noisy. There is no enforcement at all.

Pedestrian/cyclist safety.

Enforcing scooter speeds, permissible locations of use and following traffic rules.

More rail and its maintenance.

Trial congestion charging.



#11392



2b. Is there anything you would spend less on?

Widening or creating new roads in and around the city.

Hire fewer consultants.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

I am not in favour of selling this strategic income-producing asset for immediate cash and uncertain future income.

The success - and longevity - of a Future Fund is too uncertain, and there is too little information as to what the investments could or would be or the rules of its use not just for this Council but future ones. Auckland residents have a right to know this information before making any decisions, and no one currently has such information.

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Whoever leases the Port is likely to neglect maintenance as the lease runs out.



#11392



They will not have the welfare of the RESIDENTS of central Auckland in mind with regard to noise, air pollution or road safety., and enforcement would be very difficult and possibly costly.

This is true for a foreign lessee, but also in the case of a NZ lessee.

A 35 year lease would preclude any discussion of moving the port, whole or in part, to some other place in NZ. It would also preclude changes in the land use until the end of the lease. Such possible changes warrant extensive public consultation.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I don't believe the proposed AFF is a financially sound thing to do.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Keep ownership of the Port and its operations, and encourage its environmental improvements and its understanding of its effects on city centre residents.

Do not count on the unpredictable benefits of any future fund.

Ports are interesting, living parts of many cities. Even if in the future it has to share more of its operations with other ports in NZ, we should not sell, lease or trade it away. Retaining control of that asset is essential.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#11392



I think Aucklanders would benefit from more public space on the waterfront. An earlier plan was to remove the two smaller wharves and build a large single one to be used for cruise ships. Perhaps that would give what's left of Queens Wharf for the publi

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

It would be a huge expense to move the car import operation somewhere else.

It would probably also reduce the income returned to Council from Port operations.

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.	Support
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.	Support
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).	Do not support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	Support



#11392



businesses and raises the share paid 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 .	I don't know
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#11392



I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why



#11392



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

1. The Leys Institute is a nationally significant heritage building – Category 1 listed with Heritage NZ and Category A listed with Auckland Council. This is the same status as the Town Hall and Art Gallery. It was a very generous gift that should be honoured, and the area deserves this wonderful building and facility.
2. For the city centre I would like to see more emphasis on facilities and activities for older people, those with disabilities, and those with very young children.
3. We need to encourage more participation by residents in keeping their areas clean, weed-free and community-centred.

8. Do you have any other comments?

1. With regard to AT's purposes in intensification plans for Auckland growth, changing "emerging greenfield areas" to "Future Development Strategy" provides little confidence that greenfield areas will be left out of such plans.
2. We should continue to campaign for more national government support for Auckland, as they continue to bring in more people needing infrastructure of all kinds.
3. We should also put more pressure on the government to return to AKL the GST we pay on our rates.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Cycle lanes on main road

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

electric ferries



#11418



2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

cycle lanes

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

Sell, it's not used and there's alternative stadiums with capacity

4a. What is your preference on the proposal to establish an 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:

Investment Fund managers should regularly review all investments and reallocate the portfolio to optimise returns for Aucklanders.

4b. Which option do you prefer for the future of Port of Auckland?

Other



#11418



Tell us here:

redevelop land to earn higher rates from that prime property and move POAL to other locations

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

AFF should be self funded by optimising balance of existing portfolio. All dividends should be used to fund council activities.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Convert these areas into revenue earning spaces for the council that also have public utility, e.g. businesses, restaurants,

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?



#11418



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#11418



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important



#11418



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

Auckland lies in a seismically quiet part of the country, why waste money and time on seismic strengthening for very low risk event in buildings that have low use.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

There is potential for local bodies to use volunteers to achieve more faster. An online sign up forum for people to volunteer to complete very localised things. e.g. after the floods it took 6+ months to fix the local playground, it was mostly misplaced bark. Could have gotten parents in the area to volunteer one weekend day and fixed within a weekend.



#11418



8. Do you have any other comments?

focus on costs:

- Culture and attitude towards budget and costs: there isn't a work culture across Council which encourages and rewards under spending on budget? Currently in a department if a team under spends on a project they fill up the difference with another expense rather than transferring it to be reallocated. I don't trust the budgeting and spending culture.

- use AI to do make people more productive

- take a zero budget approach to costs(<https://www.investopedia.com/terms/z/zbb.asp>) i.e. start from zero and justify each cost.

- empower people to speak up and shut things down/turn off expenses when they are not working, not achieving results.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#11427



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We support investment in public transport. We are in a climate emergency, and urgent action is required to reduce emissions. Transport contributes over 40% of Tāmaki Makaurau's emissions, this is a key area to invest in emission reduction for the city. Council needs to disincentivize private vehicle usage, and provide better public transport options. Once public transport is improved, Auckland council needs to implement a congestion charge.

We disagree with stopping funding for raised pedestrian walkways and cycleways. We think walking and cycling should be made safer to encourage mode shift.

2a. Is there anything you would spend more on?

Walkways and cycleways.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:



#11427



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:



#11427



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Other</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#11427



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More events to bring more people in to city. Make CBD great again. There should be activities happening every week in the CBD.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#11475



Lee environmental, less cultural, less LGBTQ, less traffic management, less changing Queen Street, less wasting money on planning stupid projects that wouldn't even benefit the city much.

2. What do you think of the transport proposal?

I don't know

Tell us why:

Confusing

2a. Is there anything you would spend more on?

Promote events and activities, welcome companies and people wanting to put them on make it easier for them grant those permissions. Remove all homeless from CBD. Sleeping on footpath in CBD should be an offence they should be arrested and trespassed.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:



#11475



4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?



#11475



<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Other</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#11475



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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?

Remove all homeless from CBD.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do less
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

no

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

everything



#11517



2. What do you think of the transport proposal?

I don't know

Tell us why:

na

2a. Is there anything you would spend more on?

na

2b. Is there anything you would spend less on?

everything

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

na

4a. What is your preference on the proposal to establish an 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:

na

4b. Which option do you prefer for the future of Port of Auckland?



#11517



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a 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?

Continue to use it to fund council services

Tell us here:

na

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

na

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

n



#11517



6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	



#11517



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

na

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

na



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

improve rubbish collection of the CBD. Our street, upper Nelson Street, looks like rubbish bin. Apparently street cleaners come once per month. We pay massive amounts in rates, and get very little in services. We would like a total and complete sea change, whereby paying slightly more, we get weekly street cleaners, daily visits by



#11540



parking wardens, daily patrols by security personnel, weekly visits by council staff. We already pay so much and get almost nothing. The sense amongst those of us in the CBD is that we are 'financing the suburbs'. Our development pays hundreds of thousands of dollars per year for security guards (not an exaggeration, I initiated this as part of the body corporate), we pay for our own rubbish collection, we get so little, I feel so embarrassed. Particularly when I walk around Grey Lynn and Ponsonby, or Parnell. I would want a small increase in rates to be matched with a sea change in council services provision to CBD residents.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Events. We do not need them and it's not the councils job to fund them. Please focus on pavements, lighting, security, rubbish. I dont need the council putting on 'events', great for the marketing manager on \$150,000 perhaps, not so great for those of us struggling in a one bedroom apartment, working multiple jobs, just to get by, who cannot attend 'events' put on for those in the suburbs enjoying their 'Saturday off'. We work every Saturday.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Rapid transit is crucial, we need busways, and an extension of the metro / underground network.

2a. Is there anything you would spend more on?

Rapid transit of busways, underground network.

2b. Is there anything you would spend less on?

traffic management, six guys watching one guy work. there needs to be rationalisation of this spending.

3. Which options do you support for the North Harbour Stadium?



Keep the stadium precinct as it is

Tell us why:

The cost of any other option would surely exceed the benefit

4a. What is your preference on the proposal to establish an 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:

Auckland needs this, and it needs to be gold plated, and not subject to central government meddling, or using it as an excuse for 'joint partnership spending'.

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Move the port, develop the land. We need to get the large trucks out of the CBD as quickly as possible. Port needs to go to Tauranga or Whangarei.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



#11540



5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

The whole port needs to be moved out of the CBD. I am unsure why this is so difficult to achieve. In Asia it would happen in 12 months.

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

develop it to a commercial purpose, ideally for tourists and local residents

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.	Do not support
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.	Do not support
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to	Do not support



#11540



reduce the 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.	Do not support
Re-introduce recycling charges for schools.	Support
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.	Do not support
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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

The CBD gets almost nothing from the council, I do not see any initiatives for the CBD residents. Where are the security initiatives to increase safety, lighting, footpaths, flood protections? Sorry folks, there are 50,000 people living here, our area is the most densely populated part of NZ - Union = Nelson = Sam Wrigley = Custom. Are our council rates and fees commensurate with council services?



#11540

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important



#11540



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

Can you honestly read the points above and say they are relevant to the 50,000 people who live here in the CBD?

Sorry, improvements to Heard Park? Is Parnell not nice enough already? We have People living in tents in the trees adjacent to Union street, t

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

We need safety, cleanliness and security - thats it. Not events, not a 'Heard Park do up', not cultural improvements, the very basics of what a council should be providing.

8. Do you have any other comments?

All council staff be put on a salary of \$50,,000, to earn more there must be measurable improvements to cleanliness, safety. In graduations of \$5000 does their salary increase, as those improvements are met. \$0 be spent on communications and marketing, just cleanliness and security, for the full ten years. Completely change Auckland into the safest, cleanest city in the world. A city where rates are spent on the people who pay them. Where the council is small professional body focused on the above, not on anything cultural, social. Just technical. Just doing the two things valued by all people, security, cleanliness. The council has enjoyed Mission Creep recently, and needs to refocus.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	Do less
Council support	As proposed

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?



#11542



2. What do you think of the transport proposal?

Support all of the 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?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#11542



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Do not support



#11542



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#11542



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#11542



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

public transport

fixing our footpaths to enable people to walk (recreation) and commute to work safely
- the state of the footpaths in the central city and fringe are diabolical in places



#11550



I support the \$35m going into sport and recreation investment fund that is funded from the \$700m in the LTP

I think we should invest more renewing and making our existing assets fit-for purpose - not investing less . It does not make economic sense - otherwise we lose and have underperforming assets - that's how we got in predicament we have.

Shifting to a service focus - cant learn to swim or have an aquatic experience if you dont have a pool! = not everyone can get to the beach!

More community infrastructure - parks and sports fields and indoor courts in our growth areas

more integrated play and recreation opportunities in our dense housing areas and especially in Kāinga Ora developments which are going to be the slums of the future - no space for kids!

New aquatic facilities: were previously proposed in central west and Flatbush as a priority- think of future generations who will miss out due to lack of council investment

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

The council infrastructure that supports democracy - 21 local boards!

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We have to invest more in public transport - we are woefully behind in this regard - like most people I think we just cant keep building more roads. This also supports people on lower incomes who cant afford the cost of car travel/owning a car.

I was a cynic re cycleways - however I walk 35 mins every day to and from work and see the volume of people using the western cycle way - if we provide the infrastructure and it is linked up and connected to where people want to go they will use it

2a. Is there anything you would spend more on?

Public transport



#11550



2b. Is there anything you would spend less on?

Over engineered infrastructure including footpaths - asphalt I learnt is far more environmentally friendly and cost effective than concrete! easier to repair and to get to underground services

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Too many stadium in Auckland - this was never viable in the first place - lets get Eden Park and Mt Smart optimised.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

I like the idea - but dont understand the implications enough

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

dont understand implications enough

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#11550



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Much better use to have it in public use than cars and bananas

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#11550



for next year than previously planned. This reduces this rate 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).	Support
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.	Support
Re-introduce recycling charges for schools .	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#11550



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important



#11550



Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Need to invest in more spaces for children and young people to play and recreate - given density increases

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do more

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?



#11556



Support most of the proposal

Tell us why:

I would like more cycleways, and ensuring safety (such as through raised pedestrian crossings) around schools given that central govt is getting rid of the lower speed limit. Also, alot of roads in Rodney district are still unsealed and potholey. Seems unfair that this area has to pay for city centre upgrades when it gets none of the benefits in simple roading.

2a. Is there anything you would spend more on?

As above.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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



#11556



Tell us 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:

Both sound nice!

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Support



#11556



<p>the protection of native ecosystems 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 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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support



#11556



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important



#11556



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

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?

Make large cuts to AT and fully review spending on consultants and construction companies they appoint who are making mega profits.



#11558



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

I just know - the cost of these projects are already overstated and will only increase - why cant AC do the work themselves.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

Knock it down

4a. What is your preference on the proposal to establish an 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#11558



Tell us here:

The area is too valuable - work to move the port and redevelop.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Do not support



#11558



<p>the protection of native ecosystems 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 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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>



#11558



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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?

Stop the rates madness - the country is broke, households are broke - Does no one at AC understand this.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More natural environment targeted rate

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#11598



2. What do you think of the transport proposal?

Tell us why:

2a. Is there anything you would spend more on?

Public transport, safe cycling infrastructure, pedestrian safety

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#11598



4d. Do you have any feedback on 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 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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>



#11598



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.	Support
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 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?

Increase the natural environment targeted rate

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Natural environment targeted rate

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?

Tell us why:

2a. Is there anything you would spend more on?

Public transport. Cycling and pedestrian safety.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#11638



4d. Do you have any feedback on 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 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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>



#11638



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.	Support
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 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?

Increase the natural environment targeted rate

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	
City and local development	Do less
Environment and regulation	Do less
Parks and Community	
Economic and cultural development	Do less
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

no

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

pretty much everything should be reduced



#11672



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Capping public transport is a cost to ratepayers and subsidy from many who dont use to a few who do.

Stop all cycleways and raised pedestrian crossings.

2a. Is there anything you would spend more on?

Road maintenance

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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?



#11672



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a 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?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Need to move the port out



#11672



6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#11672



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#11672



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#11674



Support most of the 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?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#11674



Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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	I don't know



#11674



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>Support</p>



#11674



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important



#11674



Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

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?



#11692



Support most of the proposal

Tell us why:

Fully support finishing the major transport projects currently in play before endeavoring to start new ones. The primary focus should be making our Public Transport more efficient and easy for Aucklanders to use. Delaying Kiwirail maintenance cost increase does not make sense given it is critical for the efficient operation of CRL and maximising services once it is in operation

2a. Is there anything you would spend more on?

Removal of rail crossings to ensure the rail network can run effectively without creating delays for road users

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

The area the stadiums sits in is a high growth area and it may be that the stadium no longer fits with the growth planned in the area however it may also be that redevelopment of the precinct could align with that growth making it a well used and wanted asset for that part of the city

4a. What is your preference on the proposal to establish an 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:

Diversifying and spreading risks of Councils investments provides greater resilience



#11692



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:

Leasing the port operation would drive efficiencies through a strong commercial operator and provide good returns to Council however as part of that proposal a clear plan needs to be in place and actioned to relocate the port else where and return the waterfront area back for use by Aucklanders at the end of the 35yr term. This will need strong engagement with Central Government and other partners to ensure infrastructure is invested in to support the relocation.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

Provides future resilience to the Council without having to increase rates

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#11692



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Ensure leasing of port operation remains viable

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>



#11692



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#11692



Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

They all sound fine but don't make feel excited about future developments within the local board area



#11692



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	
Council 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?

I suggest that Council do less mowing. I have been making these suggestions for some time and have an agreement with Waitemata Local Board that we will roll our No-



#11699



Mow areas out to more areas of the Local Board area. This initiative should be a core plank of Council for a multitude of reasons, not the least being the very large fiscal savings to Council. By way of example, should council reduce it's mowing by 20% (easily achievable by simply not mowing banks over 10% grade) this would reduce the Contract by 20%, reduce the emissions by 20%, increase the biodiversity by 20% and reduce the peak water flows in flooding events by the same amount. These are only a few of the direct benefits that could accrue from Council doing less. What possible argument can there be against implementing this proposal immediately? Council contracts for these operational activities are up for renewal in 2027. Should there be some operational funding due to Ventia from a reduction in their obligations by 20%, this money could be spent on planting the newly released areas. Increasing the canopy cover is already a Council aspiration.

What's not to like. I'm certain that I could show Wayne how to get a lot more funding by simply doing less (mowing). Easy, and very do-able.

The no-mow areas in Grey Lynn Park are beginning to demonstrate the benefits outlined above.

Do it. Now is the time to show that Tamaki Makaurau has an intention to become an environmentally aware city, and is responding in a forward looking and responsible way to the Climate Crisis.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Making our roads more accessible to cars is a retrogressive policy and flies in the face of the obvious pressures the Climate emergency (Council wording) is imposing on us. We need a massive increase in the spending on public transport and cycle access. Anything else is fiddling while Rome burns.

2a. Is there anything you would spend more on?

See above

2b. Is there anything you would spend less on?



#11699



Roading for cars

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

Why not? It is a Public facility, and it's viability as a public venue should not be contingent on the number of supported events it hosts.

4a. What is your preference on the proposal to establish an 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?

Other

Tell us here:

It is becoming clear that having an operation such as this that produces no aesthetic benefit to our city and prioritises commercial benefit over the right of access to the waterfront by the city's population is not the best use of this space. The present commercial returns are only a stopgap, and don't represent the best use of our asset.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:



#11699



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

See above

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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	Support



#11699



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).	Support
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.	Do not support
Re-introduce recycling charges for schools .	Support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#11699



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#11699



<p>Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.</p>	<p>Very Important</p>

Tell us why

These are clearly policies that improve the wellbeing of our community and should be supported.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I would like to see a greater emphasis on the reduction in mowing. The Board has, on several occasions, expressed an interest in expanding the no-mow initiative, but has not expanded this as a priority.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More cycle/transit lanes. Reduce roads like Ponsonby and Jervois to one lane and introduce transit lanes that Ubers, bikes, buses and scooters can use. More e charging parking.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



Less managers and more action. Too much bureaucracy. Quit wasting rate payers money on consultants and just get things actioned

2. What do you think of the transport proposal?

I don't know

Tell us why:

Not sure if you are asking what I think of the government proposal or the Auckland City Proposal

2a. Is there anything you would spend more on?

Cycle lanes!!! So over the near misses on my daily commute with cars, pedestrians, buses.

2b. Is there anything you would spend less on?

Fancy unnecessary paint on roads.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Was never a good idea in the first place. A useless non functional stadium in the middle of nowhere

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



#11701



Tell us why:

Let's keep some assets. Not a good time for ***** Rogernomics

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?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

This is prime land that everyone should be able to enjoy. Absolutely disgusting and disgraceful that it is a car park. Not to mention embarrassing. Look at other countries and figure it out. NZ the only country in the world where cars get the best view

5b. What option do you prefer for Bledisloe Terminal?



#11701



Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

As above.

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.	Support
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.	Support
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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	Do not support
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in	Do not support



#11701



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Sell a shitload of golf courses. How many does Auckland really need and put houses, schools on them. Waste of land and again rates money for a few who can afford this luxury to enjoy. Many golf courses are in prime locations by public transport, motorways etc. chamberlain park could be reduced to a 9 hole with housing etc. Takapuna another prime location! And the list goes on!

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities



#11701



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

The shared space in Ponsonby is unnecessary and a waste of rate payers money. I live there and there are plenty of awesome parks on or near Ponsonby road and the



#11701



design is a concrete jungle creating more risk of flooding if anything make it a grassy kn

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Haven't had time to read but am sure there will be plenty of nonsense ideas like the shared space on Ponsonby Road

8. Do you have any other comments?

We need more schools. Not a lot of thought seems to go into the urbanisation in this city.

Seems we like people to live here but your children can't go to a school? This is a problem that must be addressed. Invest in what we currently have and fix the issues we currently have instead of spending on idiotic motions. Employ smart people and get rid of the dead wood that helped create a horrible city to live in. I was born here and have stayed here but not so sure I want to continue living here anymore due to traffic congestion, shitty roads with potholes, bus lanes that are confusing and simply money revenue, AT is a joke! CBD is by far the worst in the country. Crime is shocking. Our beaches are polluted and on it goes



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Greater discounts for public transport, not more buses but cheaper bus and train rides.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#11703



spend less on new roads, more roads = more cars

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not support the stopping of cycleway building or improving roads in regional Auckland as I believe this will encourage Aucklanders to live further away and drive more.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

Roads

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

I do not trust our Mayor to have negotiated with the existing management in good faith.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:



#11703



Auckland in the past had a securities portfolio (Mike Lee a major prominent) it was over several years sold off due to budget pressures I do not see how this is any different. I view it as selling long term strategic assets for a short to medium term benefit of lower rates. (its seems our elderly councillors are keeping rate low for themselves leaving younger Aucklanders to pick up the tab).

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I suspect the mayor will use the proceeds to keep rates low as a short term fix, I do not want the a strategic asset (harbour land) given to a private entity to resolve a short term issue..

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:



#11703



Leave the port to return to its previous efficient and profitable operations - taking away its land will hobble it ability to make a return.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

As above the Prot must be given every opportunity to return to its preious profitability.

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>



#11703



Re-introduce recycling charges for schools.	Support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?



#11703



Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

1. 254 Ponsonby road looks terrible now, it needs to be finished asap. It was OK when a bottle stor and even better when a supermarket - local efforts seems to have only made it worse.
2. Local government should stay out of youth programmes - a bot



#11703



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

I think Waitemata should look at indoor court facilities - Auckland and in particular has a significant deficit in indoor court facilities. We should stop investing in libraries as the number of people using them reduces despite massive investment and put the money where Aucklanders want it.

8. Do you have any other comments?

The council needs to think more about the long term implications of its proposals. The council is too focused on trying to keep short to medium term rates low for the property owning elderly.



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Ports of Auckland should stay where it is and continue to run the business locally, support locals.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



Stop wasting resources and money on roads such as further developing intersections etc near lights, eg, in New Lynn and Henderson.

2. What do you think of the transport proposal?

Do not support most of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#11711



Tell us here:

Given the improvement shown from Ports of Auckland in terms of health and safety concerns and the outcome delivered, i think Ports is doing a great job and it should be left to run on its own as it is now.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Can be used for the first 2 options depending on what is needed more to be addressed.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

I personally disagree with the idea and believe strongly that Port should continue to run as it is running now.

The turnover is looking great.

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

I think its waste of money and resources and it should operate from its current location.

5b. What option do you prefer for Bledisloe Terminal?

I don't know



#11711



Tell us why:

I think its waste of money and resources and it should operate from its current location.

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.	I don't know
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.	I don't know
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).	I don't know
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.	Support
Re-introduce recycling charges for schools.	I don't know
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.	I don't know



#11711



<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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): Coastguard New Zealand

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Surf lifesaving clubs, play a key and vital role in our community, providing essential services to our beaches and more work in the education side of swimming, however, many of the surf lifesaving facilities are reaching end of life or in much need of upgrading or replacement. Without adequate funding surf clubs will struggle to continue their lifesaving work effectively.



#11728



Without these fit for purpose facilities that our people enjoy visiting, the Auckland region risks losing key volunteers who provide this service which means we will not have the key vigilance on our beaches.

We therefore request that Auckland Council allocate \$8.02 mil in funding within the long term plan specifically ear marked for the rebuilds and ongoing maintenance of surf lifesaving club facilities, as per SLSNR's surf 10:20 Capital Development proposal.

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?

Support all of the 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?

Keep the stadium precinct as it is

Tell us why:

I haven't heard why the stadium needs to change? I didn't know that was in consideration. Is this to do with transportation or is it for future growth and looking ahead instead of the normal council lack of future foresight which has got us stuck in this transportation and infrastructure issue that we have now? Our councilors have lack of future foresight.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#11728



I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know



#11728



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Support</p>
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#11728



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

With regard to Question 1C, Council has a central proposal that recommends spending more where it is needed most. Surf Life Saving facilities are a critical component of our community. They have served as temporary welfare and community centers, as well as civil defence centers during regional emergencies, including during the Auckland Anniversary flooding and Cyclone Gabrielle.

Our facilities aren't a nice to have, they are the heart of our service. Allocated funding is essential to ensure the continued operation of our clubs and the safety of beachgoers. The amount requested is minimal when compared to the benefit it will have for the region.

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

We Coastguard New Zealand support SLSNR's LTP submission for capital projects.



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): Parnell Business Association

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Please see attached submission

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Please see attached submission



#11731



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Please see attached submission

2a. Is there anything you would spend more on?

Please see attached submission

2b. Is there anything you would spend less on?

Please see attached submission

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

We have not submitted on this

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Please see attached submission

4b. Which option do you prefer for the future of Port of Auckland?



#11731



Other

Tell us here:

Please see attached submission

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Please see attached submission

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Please see attached submission

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

Please see attached submission

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

Please see attached submission



#11731



6a. What do you think of these proposals?

<p>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.</p>	<p>Other</p>
<p>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.</p>	<p>Other</p>
<p>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).</p>	<p>Other</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Other</p>
<p>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.</p>	<p>Other</p>
<p>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.</p>	<p></p>



#11731



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Other
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Other

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Please see attached submission

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know



#11731



Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Please see attached submission

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Please see attached submission

8. Do you have any other comments?

Please see attached submission



SUBMISSION TO AUCKLAND COUNCIL LONG TERM PLAN 2024/2034 (10-Year Budget)

Introduction

There are currently 51 BIDs in Auckland, representing over 25,000 businesses with a combined capital value estimated at \$72.7 billion.¹ The Parnell Business Association represents over 1,100 businesses and a capital value in excess of \$2.2 billion.

Our role in the Auckland economy is to improve the business environment of our areas, promote innovation, prosperity and employment as well as attract new businesses, customers and visitors.

We share this common goal with the Auckland Council group to promote Auckland's economic prosperity. The council group plays a pivotal role in providing efficient and effective core services for the city. In addition, Auckland must continually strive to attract more visitors, and bid competitively to host major events, as well as support economic development activities.

Overall, we cannot emphasise enough the need to have a much sharper focus on efficiencies and getting the 'basics' right, such as the delivery of core council services and the timely maintenance of essential infrastructure. We welcome the recent announcement of an overhaul of top management tiers at Council to streamline service delivery and cut costs.

The Long Term Plan 2024/2034 sets out the council's priorities and how you will pay for them.² You are also consulting on a draft Waste Management and Minimisation Plan 2024.³ You are seeking feedback on a number of issues. Our responses will focus on:

- (1) Overall Direction for the Long Term Plan
- (2) Transport Plan
- (3) Major Investments (Auckland Future Fund)
- (4) Port Land
- (5) Changes to other rates, fees and charges
- (6) Water
- (7) What else is important to us
- (8) Draft Waste Management and Minimisation Plan 2024
- (9) Local Board Priorities - Waitemata Local Board

¹ <https://bid.aucklandcouncil.govt.nz/>

² [Link](#) Long Term Plan 2024/2034 (10-year Budget) Consultation Document [Link](#) ; Long Term Plan 2024/2034 (10-year Budget) Supporting Information [Link](#)

³ Draft Waste Management and Minimisation Plan 2024 [Link](#)



(1) Overall Direction for the Long Term Plan

Here you have asked which option do we prefer for the overall direction for council's Long Term Plan 2024/2034? (Do less / reduce council services/ investment), lower rates increases and less debt); Proceed with the central proposal; or Do more (increase council services/investment), with higher rates increases and more debt.

We support the *central proposal* in general, but have noted a few places in this submission where there are exceptions to this, including discontinuing the Long-Term Differential Strategy. In addition, we support aspects of the *Pay More, Get More Scenario* with relation to Water/Making Room for Water as well as Economic and Cultural Development (in order to attract more visitors, bid for and host major events as well as supporting economic development activities).

Overall, we wish to be assured Council is properly funding core infrastructure services.

As set out in your Consultation Document, the services and activities provided for in the *central proposal* are a capital investment of \$39.3 billion and operating spending of \$72.0 billion over 10 years. The Consultation Document says this will strengthen Auckland's physical and financial resilience, while tackling some big budget challenges. We agree.

Overall, the rates increase for the average value residential property will be: • 7.5 per cent in year one; • 3.5 per cent in year two; • 8 per cent in year three; and • no more than 3.5 per cent a year after that. We understand that rates for business properties will be around 1.5% higher for each of these periods. We note that this includes discontinuing the Long-Term Differential Strategy, but your Consultation Document does not set out how continuing the Long-Term Differential Strategy would affect these rate increases, especially for businesses.

The central proposal also includes establishing the Auckland Future Fund using the Auckland International Airport shareholding and the proceeds of an operating lease of Port of Auckland, along with a \$50 million annual cost reduction target by year three for Auckland Council delivered services and a \$30 million asset recycling target per annum (\$300 million over 10 years).

As we set out below, while we support establishing the Auckland Future Fund as a concept, we also outline what could be considered as the pros and cons in our view.

In terms of the need for efficiencies and savings, we believe there should be a sharper focus on finding savings from the management of contractors and consultants by the Auckland Council group, as this is where we see a lot of waste in our suburb and around the city – especially in relation to excessive Traffic Management Plans and detailed design of even the most basic infrastructure. We support a budget package that sharply reduces Auckland Council’s group operating costs.

We also support borrowing more than the planned ‘less than 270 per cent’ of group revenue.

And, while we support Council working with central government on new funding tools to enable more investment into visitor attraction and economic development activities (as set out in the *central proposal*), in the meantime, we ask that a budget for marketing Auckland internationally, to attract visitors, bid for and host major events as well as support economic development activities be prioritised (as set out in the *Pay More, Get More Scenario*). We are concerned that under the *central proposal* only the basic suite of events and minimum level of economic development projects will be delivered by Tātaki Auckland Unlimited. We also ask that the budget for local board funded events, local economic development and town centre re-generation be at least maintained, but preferably increased. These activities are not only what makes Auckland a ‘fun’ place to live in, but offer an economic lifeline to small businesses with increases in visitor numbers.

(2) Transport Plan

Here you have noted that your budget proposes working with government to make progress towards an integrated transport plan for Auckland. It proposes a total capital spend of \$13.4 billion for Auckland Transport over 10 years. This includes: • making public transport faster, more reliable and easier to use by investing in rapid transit network actions, such as making it easier to pay and introducing capped weekly public transport passes; • network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes; • stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways. You have asked what we provide feedback on this transport proposal. You have also asked if there is anything council should spend more or less on.

We agree that a key priority for transport should be to make the most of council’s existing assets and planned spend, including the council’s significant investment in the City Rail Link (CRL) and other large rapid transit network projects. But we ask that all transport projects are planned and implemented in close collaboration with



BIDS, and not only Local Boards. A key concern we have is the disruption caused to business from transport developments, including often excessive temporary traffic management. We ask this to be addressed.

We support the particular focus on renewals and maintenance to ensure roads and other network assets are kept in good order and there be a total capital spend of \$13.4 billion for Auckland Transport to address these priorities. We also support a new focus on smaller-scale changes to more quickly improve performance of our roads and public transport services, including the provision of dynamic lanes and bus lanes.

Making public transport faster, more reliable and easier to use is also supported as is rapid transit investment, focused on busways (following the successful example of the Northern Busway). Transport investment for emissions reduction, such as the ongoing addition of electric vehicles to the bus and ferry fleets is also important to us. Getting more people on to public transport also helps reduce emissions.

Ensuring maximum value from every dollar spent is a given for us, as is driving efficiencies and managing operating costs.

One concern we have along with you is the recent government decision to cancel the regional fuel tax (RFT), ending the scheme four years early. We are concerned that this has resulted in a reduction in the level of investment in and re-prioritisation of transport projects in the Long-Term Plan 2024/2034. We are keen to see the detailed plans for congestion charging/time of use charging so we can assess the implications for businesses.

Adding further complexity is the recent release of the draft Government Policy Statement on land transport 2024.⁴ In particular, this reintroduces the Roads of National Significance programme.

We welcome the scrapping of the Road to Zero safety plan, especially as it relates to funding from this source being diverted into excessive safety projects and slower speeds, in our town centres – specifically the introduction of a proposed cycleway up Parnell Road as an aspect of the safety proposal.

⁴ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024/>

The introduction of legislation for the fast tracking of consents for major infrastructure, including the Roads of National Significance and rapid transit projects,⁵ brings further opportunity, but an alignment of national and regional priorities needs to be established as there are clearly still competing agendas in this regard.

(3) Major Investments (Auckland Future Fund)

Council is proposing a diversified investment fund for Auckland (the Auckland Future Fund). The overall concept involves the transfer of council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares by the fund manager. However, the Consultation Document identifies four more detailed options: (Option 1) Auckland Future Fund with AIAL shares and port lease proceeds; (Option 2) Enhanced status quo (no establishment of an Auckland Future Fund); (Option 3) Auckland Future Fund with AIAL shares only; (Option 4) Auckland Future Fund with AIAL shares and Port of Auckland (POAL) dividends. You have asked what is our preference.

Council is also considering changes to the way the Port of Auckland operates, which may also result in further investment into the Auckland Future Fund. You have also asked whether we prefer to continue council group operation of the port or lease the operation of the port for the future of Port of Auckland. And if the council group continues to operate the Port of Auckland, how would we prefer the profits and dividends to be used?

We have previously supported the sale of some shares, not to pay down debt, but to invest in critical core infrastructure such as stormwater, water and sewage. Although you have considered in your Consultation Document using the cash from the sale of the remaining AIAL shares to reduce council debt, you have not formally progressed this as an option.⁶ Although we do not support selling all of the shares, we think the establishment of an Auckland Future Fund as a concept is worthwhile.

Turning to the proposed lease of Port operations, under this option, you have said that Auckland Council or POAL would grant a lease of around 35 years over the port land and operations to an external private party to operate the port. The council would receive an upfront payment for this lease, and the private operating company would have the right to run the port, make capital investments and earn profits from these operations over the period of the lease. Council would not receive returns from

⁵ <https://www.rnz.co.nz/news/national/511069/government-unveils-plan-to-fast-track-infrastructure-projects>

⁶ Long Term Plan 2024/2034 (10-year Budget) Consultation Document, page 60.

the operations of the Port during the period of the lease. At the end of the lease, control of the port operations (and associated land) would transfer back to the council group. The underlying ownership of the port land and wharves would stay with the Auckland Council group throughout the lease. The lease agreement would also set out key parameters that would help ensure that the council's ownership objectives and lease conditions were met.⁷

There are several reasons why we do not support a lease of the Port operations.

First, the various reports commissioned on the future of the Port of Auckland have reached the same conclusion that the Port will outgrow its present site in 20-30 years.⁸ Also, the capacity constraints are not limited to the Port itself. The reports agree that the road and rail networks that service the Port will need significant upgrading to improve connectivity and integration. As a consequence, locking the Port into a lease of around 35 years does not seem to align with the need to integrate transport links or shift the Port in 20-30 years, or provide the flexibility necessary for these decisions.

Further, in recent decades the city centre has transformed dramatically and the area around the Port has become an important commercial and residential centre in its own right. There are differing stakeholder aspirations for the area leading to tensions between the growth in freight volumes on the one hand, and increasing residential and recreational use of the waterfront on the other. One hundred per cent ownership of POAL and the land on the Auckland waterfront means council can better manage the differing stakeholder aspirations.

In addition, the privatisation of the Port will likely mean Auckland businesses would end up paying increased costs to deliver profits to a private port operator (who will have a monopoly). Major price hikes from private terminal operators have led to concerns recently in Australia. An external party – particularly if offshore, would have little consideration for the sustainability of the Hauraki Gulf and would likely be more insensitive to the impact of the port operations on our city and suburbs. A 35-year lease would continue the industrialisation of Auckland's waterfront for nearly four decades.

We note the [open letter](#) by prominent Aucklanders in this regard.

⁷ Long Term Plan 2024/2034 (10-year Budget) Consultation Document, page 62.

⁸ <https://www.poal.co.nz/our-story/future>

So, all in all, we have concerns that any financial benefits from the lease will be outweighed by increased costs for businesses and consumers. Moreover, the Port of Auckland has recently seen a major turnaround under new management.

(4) Port Land

Whether or not the operation of the Port of Auckland is leased, you have said that some land and wharves currently used for port operations could be transferred to Auckland Council and used for something else that provides public benefit. Captain Cook and Marsden wharves could be transferred to council within 2-5 years provided that resource consent can be obtained for work at the Bledisloe Terminal. The Bledisloe Terminal site could be freed up and transferred to council for use in another way within 15 years. You have asked what option we prefer for Captain Cook and Marsden wharves? And what option do we prefer for Bledisloe Terminal?

The council's strategic vision for the city centre waterfront involves improving public access to the waterfront for Aucklanders. The proposal in the Long-Term Plan 2024/2034 to free-up wharves by consolidating the physical area of the port operations would support this objective.

Although Marsden and Captain Cook wharves could be freed-up for alternative use and transferred to Auckland Council with minimal impact on port operations or profitability, this would require that the port operations currently taking place on these two wharves be relocated to the Bledisloe Terminal. This would require construction work at Bledisloe North wharf and an additional vehicle handling building at the Bledisloe Terminal. These works are estimated to cost \$110 million and would require resource consent approval. The Consultation Document says that it is likely that this could be achieved over a two-to-five-year timeframe.

Although releasing the Bledisloe Terminal for alternative uses could provide significant new public benefits, it would also substantially reduce the scale and value of the port operations. The Consultation Document says that this option is not considered viable in the short-term, but is an option council could look to implement within the next 15 years.

First, we do not fully understand how the proposal to lease the Port aligns with the proposals to free-up the Marsden and Captain Cook wharves. The Consultation Document says releasing these wharves would not materially change the amount of the prepaid lease, but less would be paid. However, removing the Bledisloe Terminal

from port operations would reduce the lease prepayment the council would receive by up to an estimated \$300 million.

Further, if the Bledisloe Terminal was no longer used for port operations, imports of bulk cargo like construction industry materials (such as steel and aggregate) and bulk food (such as banana shipments) would likely need to be unloaded at other ports and be transported to Auckland via truck (or possibly by rail). This would likely add cost to supply chains and increase road congestion and emissions.

In addition, the range of alternative uses for the freed-up Bledisloe Terminal land could be restricted because these other uses (such as for recreation or apartments) will be located alongside a working port that will be operating twenty-four hours a day, seven days a week with all the associated noise, lighting and traffic impacts. The implications for any new cruise ship terminal would also need to be considered.

If the Council retains ownership of the Port, removing the Bledisloe Terminal from port operations would result in lower profits from the port at some point after the 10-year period of this plan. Higher rates would then be required. There would also be a reduction in the value of Auckland Council's assets as the value of the port would need to be written down by the value of the lower profits.

The longer-term financial implications of the freed-up Bledisloe Terminal would depend on the nature of the alternative uses. Creating new public infrastructure or amenities would generally have a net financial cost to council, while residential or commercial development on the site should have a net financial benefit (after accounting for any necessary infrastructure development or remediation work). This would all likely occur outside the 10-year period of the Long Term Plan 2024/2034.

Overall, we agree to Marsden and Captain Cook wharves being freed-up for alternative uses, but think the various implications for Bledisloe Terminal need to be considered as they seem in conflict with other proposals.

(5) Changes to other rates and fees and charges

Here you have noted Council's proposals to change business rates, targeted rates, fees and charges. You have asked what we think of these proposals and whether we have any other feedback.

What businesses need most from council is a fair, transparent and stable approach to rates.



Long Term Differential Strategy (LTDS)

We are very concerned about your proposal to discontinue the Long Term Differential Strategy which has been gradually lowering the share of general rates paid by businesses and for business ratepayers.

We do not accept that a business differential should be applied to rates especially for your reasons that “businesses place more demand on, and impose more costs on, the council’s transport and stormwater services”, or that “rates are more affordable for businesses” or because “businesses can also claim back GST on rates and expense rates against tax.” These reasons do not justify the business differential, particularly for small businesses who make up most businesses in Auckland.

We ask that the Long Term Differential Strategy remain in place.

We are also very concerned about your proposal to increase the share that businesses pay of generally applied targeted rates (Water Quality, Natural Environment, and Climate Action Transport targeted rates) from 25.8 per cent (originally set at the same level of the end target of the LTDS) to the same share they will pay of the general rate, approximately 31 per cent.

While we agree that Auckland must improve infrastructure to save our harbours, beaches and streams and reverse the decline of biodiversity in the region, we do not accept that a business differential (especially at 31%) should be applied to these rates.

(6) Water

Watercare’s increase in charges

To support a significant increase in capital investment over the next 10-years, Watercare's board of directors has proposed to increase water and wastewater tariffs by 25.8 per cent on 1 July 2024. We understand there is a need to have an increase, but question whether the substantial increases in water and wastewater tariffs are reasonable?

Making Space for Water

Under the *Pay More, Get More Scenario* you have noted the following:-



- *Accelerating the Making Space for Water programme for delivery within six years if possible, rather than to deliver within 10 years as under the central proposal*
- *Increase investment in renewal assets to improve the resilience and efficiency of our assets*
- *Bring forward investment to wastewater assets to further reduce outflows and improve compliance with discharge consents.*

One of our particular concerns, in various older areas of Auckland such as Parnell, is that there has been inadequate investment in infrastructure replacement as well as regular maintenance, and we agree that a fundamental change in investment is required for our assets to be more resilient to natural hazards and climate change.

The Auckland Anniversary floods in Jan 2023 followed by Cyclone Gabrielle were devastating, and as much as it had a big impact on council's finances, (both in terms of storm response costs and the need to improve our storm response and resilience), it had a huge impact on affected businesses.

In Parnell, we experienced a very confronting example of several businesses being completely destroyed, some of whom only recommenced trading in the last month or two.

The cost to business is extreme, for many owners it is their entire livelihood.

We know that the council maintenance cycles were less than optimum during and following COVID, and although the storm was considered a once in 100 year event, we will never know how much the impact would have been reduced if the drains had been cleared.

Another example of ageing infrastructure in our city that we have, literally wafting under our noses, is the collapse of the main Ōrākei sewer line, and the long-term impact of millions of litres of sewage flowing into our harbour for several weeks.

These 100-year-old pipes were last inspected in 2019 and the collapse happened in September. But it is now 6 months later, with no firm end date, and business is still being disrupted.

One of the priorities set out in your consultation document was to fix Auckland's infrastructure, build a resilient Auckland, finish large infrastructure projects and

maximise the value of existing infrastructure, - and in that regard we look forward to the completion of the Central Interceptor project in 2026 and the roll out of the Making Space for Water programme as a priority.

But as important is making sure that the maintenance and remediation of our infrastructure is at optimum levels and that core council services are delivered so that business can function.

(7) Do you have any other comments

Here you have highlighted whether we have any other comments, including on the Local Board Funding Policy and the Council Controlled Organisation Accountability Policy. With regard to the Local Board Funding Policy, your Consultation Document sets out the proposal to move to a different allocation of funding for local boards for their local community services. The new model proposes to distribute available funding based on population (80 per cent), deprivation (15 per cent) and land area (5 per cent). This is different to the current funding allocation which is based on assets in each local board area. In this Long Term Plan 2024/2034, you are proposing a staged approach (or the central proposal) to achieving this outcome.

We understand the objective of the new proposal is to achieve fairer funding across all the local boards and in principle support that view. However, we do not have a clear understanding of the implication of this policy for the Waitemata Local Board, as the current model is based on assets. The degradation of any council assets in our area is not desirable.

With regard to the proposed amendments to the CCO Accountability Policy to reflect recent changes in legislation as well as the new/updated council policies and plans, we support these amendments.⁹

(8) Draft Waste Management and Minimisation Plan 2024

The draft Waste Management and Minimisation Plan (WMMP) 2024 sets out Auckland's direction in managing and preventing waste. Your Feedback Form asks whether we support the direction of the draft WWP 2024? It also asks whether we support: (2A) Fortnightly rubbish collections; (2B) A focus on construction and demolition waste; (2C) A focus on five priority waste materials; (2D) Advocacy on product stewardship schemes; and (2E) Advocacy for better legal tools to deal with litter.

⁹ Long Term Plan 2024/2034 (10-year Budget) Consultation Document, page 19.



We support the focus of the draft WMMP on ways to reduce waste being created and sent to landfill, with actions aimed at the top of the 'waste hierarchy', e.g. redesigning, reusing or repairing items as well as recycling materials. We agree with the draft WMMP's goals that centre on keeping resources in circulation and minimising harm to the environment and communities from waste.

We agree with the focus of removing food scraps from general rubbish (which have made up 41% of the rubbish) through the weekly food scraps collection service in mainland urban areas. Now food scraps have been removed, you are proposing to introduce a fortnightly rubbish collection for most Auckland households from 2026, and suggest that commercial collections will fall in line with the fortnightly cycle.

While we think this is quite workable for most households, it is definitely not workable for small hospitality businesses. Many of our larger restaurants have private collections, but the smaller eateries and take-away outlets cannot afford that, and rely on council collections. Many of them do not even have sufficient storage for bins. A fortnightly collection will be really problematic for town centres, and will encourage rodents and litter. This needs to be fit for purpose in commercial and retail precincts.

It is not acceptable this detail was buried in the consultation material and not stated upfront, where it could be found easily.

We agree with Council advocating to central government for a beverage container return scheme (CRS) and other mandatory product stewardship schemes as a key priority action within the draft WMMP. We would like to work with you to ensure the implications for business (especially small and mediums sized business) are fully understood.

We also agree with your focus on addressing litter and illegal dumping to protect public health and the environment, including advocating to central government for better legal tools (e.g. instant fines) to deal with litter. We support Council collaborating with communities and businesses on local solutions for hot spot areas.

(9) Local Board Priorities – Waitemātā Local Board

The Waitemata Local Board have stated their key priorities for the 10-year budget 2024-2034, noting that the funding available for these priorities is dependent on the Governing Body decisions on the 10-year budget:



Of importance to the Parnell Business Association are the following.

- *Implement the 2013 Waitematā Greenways Plan and work with Parks and Community Facilities and Auckland Transport to deliver key walking and cycling connections.*

Since the publication of The Parnell Plan in 2019, we have long held the aspiration of the Waipapa cycleway from Newmarket Park, through the old rail tunnel, adjacent to the rail line, then through The Domain and joining the Grafton Gully cycleway at Stanley Street. This would be an extremely efficient way to get cyclists from Newmarket to the city without needing to be in traffic. We need the advocacy of The Waitematā Local Board in this regard, so this project can be funded.

Similarly, we need the advocacy for the completion of The Parnell Station precinct. The underpass has recently been completed by Auckland Transport, but the easement down to the station left completely in limbo since Summerset have retreated from their development. A new solution needs to be found, whether by compulsory acquisition or part purchase, so the completion of the easement can be facilitated, as in its current state it is unsafe. Parnell Station could become an important link once the CRL is on stream and all efforts need to be made to enhance existing PT in Auckland.

We thank the Waitematā Local Board for their contribution towards Wayfinding, some of which will focus on Parnell Station, which has been outstanding since the station was opened in 2017. The signs will encourage people to walk around the suburb to see the sights and will be particularly helpful for visitors to the area.

The consultation document states that certain priorities sit outside local board decision making and require advocacy to the Governing Body or another entity;

We are disappointed that there is no mention of St Georges Bay Rd

- We have been advocating for a Streetscape upgrade of St Georges Bay Rd and surrounding streets since 2016
- It was included in the Parnell Plan in 2019
- It was mentioned in Local Board Plans as advocacy priority between 2020-2022
- In 2023, knowing there were severe financial restraints we suggested that the project is scaled down to a badly needed pedestrian crossing in



St Georges Bay Road, together with like for like renewals. Auckland Transport have scoped the project and indicated they are ready to go in 2024/2025 - pending budget. So we are really disappointed this has not been mentioned.

- A tremendous amount of money has been spent by private developers on reviving this part of Parnell over the past decade. This has not been matched in any way by Council. In fact, quite the opposite has applied, with severe damage around the floods of 2023 and now having to endure the ongoing disruption of the sinkhole.

We also need support and advocacy for projects such as The Strand Optimisation, so the interest of businesses can be served.

The last section in the document talks about ‘what we propose in your local board area in 2024/2025. The following are some of the key projects and activities we plan to deliver next year, and any key changes to services’:

- *Phased delivery of improvements for Heard Park.*

We are grateful to the Waitemata Local Board for providing funding to advance the design of the Heard Park Concept plan, including the playground.

We look forward to the presentation of design so that funding can be allocated in the 2024/25 and 2025/26 financial year for the park and new ‘play space’ to be completed.

- *The Local Board have stated they will seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.*

We would always be interested in exploring any such opportunities for Parnell.

Conclusions

As we enter another year where the resilience of small and medium sized businesses will be tested, we ask the Council to consider carefully the needs of these ratepayer businesses as it makes decisions about the priorities and proposed savings in the Long Term Plan 2024/2034.

We cannot emphasise enough that there must be a focus on providing dependable core infrastructure services as a priority.



11731

We have supported the central proposal in most cases, with certain exceptions, which may result in prioritising spend on certain items or slightly changing allocations.

We fundamentally believe further savings can be made with a culture of efficiency being instilled across the council group. Now is the time for the council, and its significant number of employees, to adopt a rate-payer mindset. But council must not lose sight of Auckland's ongoing economic prosperity.

[REDACTED]
General Manager
Parnell Business Association
[REDACTED]



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Support for arts and culture and creativity

Invest in public art making art & help to increase the public's access to arts

Investment in Auckland's art organisations and facilities



#11735



Getting behind art & cultural events

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Stop putting excessive investment into one off projects that benefit few especially around roading such as speed bumps/islands etc where there is little benefit to the general public eg those on northern slopes of Herne Bay

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)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:



#11735



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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



#11735



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 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?



#11735



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important



#11735



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.

Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Ensuring Tamaki Makaurau has an accessible, thriving, vibrant art and cultures sector with visible, connected career paths and the sharing of ideas is essential for individual and societal well being. This includes supporting grass roots art and culture eg emerging artists, educational facilities, community theatre, support of and investment in cultural facilities to big events that attract international attention like the Aotearoa Art Fair and the Auckland Art Gallery. This also makes sense from an economic perspective ref: The Big Idea, "Exclusive: NZ Creative Sector Now Worth \$16.3 Billion" 14 March 2024



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

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	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#11802



Tell us why:

2a. Is there anything you would spend more 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:



#11802



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#11802



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 around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do less
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Absolutely. Greater transparency with contracts and agreements entered into.

Councillors must declare any conflicts of interest and if they don't and they are conflicted, they're out!



#11881



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

No more exorbitantly priced raised pedestrian crossings, road humps and endless traffic management.

Let's get the city moving first before we spend anymore money.

The council has proven it is unfit to manage our ratepayer money and cannot be trusted anymore.

These proposed increases are immoral given the wasteful expenditure of the council in recent times.

The people have had enough.

There is a cost of living crisis on at the moment or didn't the council get the memo.

2. What do you think of the transport proposal?

Don't support any of the proposal

Tell us why:

The people have their say, then the council has its way.

We've had enough of the fluff and we've had enough.

2a. Is there anything you would spend more on?

No. The budget is big enough already why do we have to keep spending more?

2b. Is there anything you would spend less on?

Not less, but not spend anymore on:

Raised pedestrian crossings

Speed humps

Traffic management



Bilingual signs

Cutting trees down.

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

Unless it's maintenance we should be wasting any money of this.

I understand this was fine before the global pandemic hit.

Let's get some fresh ideas to get various sports teams/ clubs interested again.

Can't be that hard surely?

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The Greys Ave building sale is all you need to know. These sort of shady deals going on in the Council are hidden in plain sight.

I don't trust that the council wouldn't just fritter this money away on who knows what. Maybe a climate emergency lockdown.

No thanks. No.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#11881



Tell us here:

Logically, if there is a buyer interested then it must be worth holding onto.

The port is a strategic asset. We must not lease/sell.

The council couldn't negotiate a favourable lease anyway without all the greasy palms getting greased some more.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Let's focus on getting Aucklands' accounts in the black first. Let's free up Queen st, can all the wasteful projects so that Auckland can be a thriving metropolis again.

This just feels like the council is playing the old three card monte with our assets and income.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

If it ain't broke don't fix it.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



#11881



Tell us why:

Sounds like Eke Panuku are on the hunt for more projects to squander our money on.

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>



#11881



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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support any priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
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#11881



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

The Waitematā local board have completely lost faith.

The chairman and co-conspirators have steered the board down the wrong path knowing full well that the electorate didn't vote for it.

Until this is rectified we can't in all conscience trust this com

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

No good.



#11881



I'm not seeing any belt tightening here.

All the usual slick wording and posed photography.

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Nothing more, I am already impacted by cost of living.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#11905



Please check contractors who are charging huge fees do a proper audit. We paid \$500,000 for a raised pedestrian crossing in Williamson avenue. I feel contractors are looting Council.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

This makes sense - stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.

Banning e-scooters riding on arterial roads, this causing congestion.

2a. Is there anything you would spend more on?

No

2b. Is there anything you would spend less on?

No

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

I dont go there.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know



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:

An upfront payment of around \$2.1 billion, which we would then invest in the Auckland Future Fund

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

No

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?



#11905



Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Do not support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
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	Support



#11905



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Nothing

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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#11905



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

No



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Do more to incentivise and support people shifting to buses, trains, bikes, walking etc. Get people out of their cars.

Surface Light Rail down Dominion Road!!!



#11933



Pumptracks, learn to ride tracks, bike skills courses, trails, and other recreational cycling facilities where people can safely grow their confidence on a bike

Eke Panuku's redevelopment of town centres, which often includes making safe walking and cycling connections, as well as improving access for disabled people.

Improvements aligned with the Central Rail Link like the Karanga-a-hape station improvements project, which includes a protected cycleway along part of Pitt street, a pedestrian mall in Mercury Lane, and could include improvements for Canada Street

The Making Space for Water programme's inclusion of "blue-green corridors". These are walking and cycling paths through greenspaces and alongside streams, adding to our walking, cycling network while also creating a natural drainage area.

Auckland Climate Grants and the Live Lightly Programme which can fund community-led programmes to empower people to ride bikes for transport

More investment for local boards: enabling them to better deliver on local climate action plans and local transport priorities

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?

Support most of the proposal

Tell us why:

Some of it seems in the right direction, but has some stupid stuff in it like the cone rangers.

Key things are that I would like to see much more investment in getting people out of their cars. Prioritise supporting this shift. DON'T reduce the planned cycleway initiatives. Increase investment in cycleways. They have much bigger long term benefits than their short term costs.

Don't need to be gold plated, just safe (i.e. not just paint).

You could also do things like removing car parks to make it harder to park, make traffic more free flowing, and easier to bike or bus to your destination (because you don't have to circle around trying to find a park).

I also think that the current plans for 'digging once' where you do a bunch of different things at once to minimise disruption and overall costs is great, but you've done a



#11933



shitty job explaining it. Keep with the plan, but explain it better to get public support on side.

Oh, and I like the capped fare idea for public transport, but think it needs to be daily, not weekly. Make it an incentive for each day you choose to commute by bus/train instead of driving, rather than an incentive only if you bus/train every day of the week.

2a. Is there anything you would spend more on?

Expand the frequency and coverage of bus services - even if they don't have high utilisation. People need buses to be frequent and convenient if they are going to mode shift from using their cars.

More raised pedestrian crossings (though make sure you think about how bikes will negotiate them - don't make dangerous pinch points which cause car drivers to kill cyclists), more money spent on restoring and widening footpaths.

More low traffic neighbourhoods, as a way to make walking, cycling etc more enjoyable and safer.

Hurry up with the Upper Symonds & New North Road Upgrade Project!!

2b. Is there anything you would spend less on?

Don't pay for 'cone rangers' -- the cones are there as part of an agreed upon safety plan to keep people safe. If in some instances you think they don't need as many, tell them that when they put in their traffic management plan for approval.

Don't spend a lot of money on a 'bike ferry' that will have low capacity and mean waiting a lot for cyclists. Put the money into getting a dedicated lane on the Harbour Bridge!

Don't widen roads. Reallocate road space to pedestrians, cyclists, etc. Make it easy for people to push a pram, walk their kids to school etc. AND other to cycle safely to get to work, the shops, etc.

Don't remove existing raised pedestrian crossings!!

Don't accelerate the unsealed roads improvement programme.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management



#11933



Tell us why:

You're right that it is underused. I think having a rethink of this is sensible. Having said that, demolishing the existing stands seems wasteful too. But selling some of the surrounding land to make changes once you work out what would actually get use would be great.

It's hugely disappointing that the connection(s) between e.g. Albany bus station, the stadium, the mall, are so terrible. It's like the whole area is designed to force you into cars. If you can do something, somehow, with the stadium land and its surrounds to help with this, then that's a huge win.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

The future fund in general sounds good, but I don't think that Auckland Council holds shares in AIAL as a purely money making enterprise that could be sold to buy some other shares that might be more profitable. There is (I think) value in being able to have a say in decisions AIAL makes. Since Auckland Airport is a critical resource for Auckland city.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

We need to move the port from downtown Auckland at some point. And the 35yr lease (unless it has a cheap 'break' clause) locks us in to waiting at least 35yrs to move it. I think we need to keep more flexibility than that.



#11933



I think the alternative where AC retains ownership and continues operation of the port with "financial returns from POAL (and any capital distributions from the port) could be invested into the Auckland Future Fund" sounds good. This helps to support the Future Fund AND doesn't lock Auckland Council into having the port there for the next 35 years.

I would consider a compromise where we lease for a shorter period (e.g. 5-10yrs) but suspect that that be too short to make sense to a new entity to take over and run.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

We will need to move the port, and we need to save money for future disasters/major expenses. This seems like a way to earmark something to go towards that.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Sounds to me like a good idea mostly. Just don't want to sell the airport shares and lock us in to 35yrs more of a downtown port to get there.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Great!!

5b. What option do you prefer for Bledisloe Terminal?



#11933



Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Love it. Get rid of those cars!!

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	I don't know
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in	Support



#11933



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I don't think you should raise the fees for pool and leisure centres - these are community services that I am happy to subsidise.

Same goes for venue hire for community spaces. These need to stay at a very token affordable level in order to actually be available to all.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities



#11933



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?



#11933



It's great that they are supporting more library services in the central city area, but I think they need to do more to support downtown Auckland being a place to live and bring up families. I would like to see way more family friendly places. More support for childcare centres, playgrounds, walking spaces that are pushchair/pram friendly, etc.

Also, hurry up with the Symonds St and New North Road upgrades. This central connection is run down and unpleasant. Shops don't stay long because there's not much foot traffic and even if there is, noone wants to linger there because it's so unpleasant with all the trucks thundering past. Cycling is so dodgy because it's not separated AND the road surface is damaged by all the buses and trucks.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More bike lanes. Borrow more as an investment in the future. Higher rates is not the only answer. Cultural events, support of community level sporting facilities and organisations, more for environment, more for vulnerable road users.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12021



Less investment in roading improvements for motor vehicles. Focus on public transport, walking and cycling.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not support stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways. Safety and alternative transport options, such as cycling need to be supported. Stand up to central government and continue with 'safety first'.

2a. Is there anything you would spend more on?

cycling, traffic calming - slower speeds, raised pedestrian crossings, and low cost means to make it safer for cyclists and walkers. This is even more important now that there are so many large, heavy personal use vehicles on the road.

2b. Is there anything you would spend less on?

Adding lanes for motor vehicles. Anything that makes it less safe for vulnerable road users thus facilitating injury and death and does nothing to address the climate crisis.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



#12021



Tell us why:

Don't reduce Council AIAL shares. It is a strategic asset that the Council should have a share in.

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Urgent need for Council services to be maintained

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know



#12021



Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Other</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>



#12021



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
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#12021



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

- Cultural activities don't seem to have much funding. Support for grass roots, excellent 'bang for buck' community activities, exhibitions and performances.
- Community Board should bring some focus to safer roads for vulnerable road users (walkers, cyclists, etc) so that more people feel enthusiastic about walking and cycling
- bringing more life, safety, community feeling and environmental benefit to the



#12021



community. Support lower speeds on local roads, traffic calming, etc. Show strength, leadership and resilience in relation to climate matters.

8. Do you have any other comments?

CCO structure should not be used to divest assets. But build a people focusses, climate aware future for Aucklanders.



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): Ponsonby Business Association

Local Board: Waitemata

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?



#12046



Tell us why:

2a. Is there anything you would spend more 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:



#12046



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#12046



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Climate change preparation

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12079



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Bicycle infrastructure

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Keep our investment in ports and airport

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12079



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Keeping our port and airport shares will be a better long term option for Auckland

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

Not a priority for me to have the public access

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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

Support



#12079



<p>the protection of native ecosystems 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 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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>



#12079



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important



#12079



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

The development of 254 Ponsonby Road is not a priority and should be scrapped. Ponsonby already has enough public spaces and does not need further investment.

The goal to "improve perceptions of safety" is missing the point, and blames folks who are home!

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

I support equity of funding for local boards.



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

reduce managerial staff and simplify procedures.

council lacks simplicity created by incompetence whereby costs increase with

bureaucratic nonsense



#12090



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

do less involvement in our lives. you keep getting it wrong.

If we are in amess look at the existing staff/managers/councillors who have not performed and created this mess

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

history proves you keep getting it wrong. i can go into detail but it would take too long. everything about it is wrong . Timing, ability to diagnose the problems and implement measures at critical times. really clinically inept solutions. copying solutions out of context. i can go on and on

2a. Is there anything you would spend more on?

This is the kind of stupid qestion i am talking about. spend more on what. you are kidding. what thow money at whatever????

2b. Is there anything you would spend less on?

Stupid questions that wont resolve anything

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct,Change the operational management

Tell us why:

Again your councillors created this in a preplanned long term plan like you are developing now and realise it is a white elephant due to neglect and bad decision making. admit you made a bad mistake and will not waste money by improving it to the now different environment that your planners got wrong.



#12090



How many stadiums do you want in Auckland. wake up they are hardly used.

Redevelop as leasehold.

4a. What is your preference on the proposal to establish an 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:

because you cant run the council by good management. with the lack of good management in council the proposal ias the only way of auckland being solvent without handouts from the ratepayers

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:

as a member of the ports of auckland community group over the last 10years the port has never performed and has decieved the public of future use of the port.

Reuce the footprint(we will always need a port in a city)and lease out for 35years without auto renewal. We wont be able to afford a new port for about 35years and it will take at least 20-30 years to get a resource consent anyway.

DO NOT USE IT FOR GLORY PROJECTS(EG DOWNTOWN STADIUM)YOU ARE NO GOOD AT IT.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#12090



Tell us here:

Because you need it. YOU WOULD BE BANKRUPT IF YOU DIDNT HAVE THE ABILITY TO GET HANDOUTS FORM RATES INCREASES DUE TO MANAGERIAL INCOMPETENCE.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

There should be another option which is a port that is integrated with the urban fabric. It should be an integration involving a first using environmental markers and indicators as the entry into auckland as sydney has a opera house and new york with a st

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

there should be an intgrative solution which council have not looke at.

6a. What do you think of these proposals?

<p>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.</p>	<p>Other</p>
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#12090



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12090



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?

Waiheke, Waitematā

Waiheke Local Board Priorities

7b. What do you think of our proposed priorities for Waiheke in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Delivering core council operational services, such as mowing, track and facility maintenance, and the library.	Very Important
Programmes which protect, restore, and enhance the island's natural environment, and initiatives that provide opportunities for community connectedness, capability and resilience.	Very Important
Working with our community and businesses to progress actions within the Waiheke Island Climate Action Plan.	Not Important
Progressing recommended actions within the Waiheke Local Parks Management Plan	Fairly Important



#12090



and the Rangihoua Reserve and Onetangi Sports Park Reserve Management Plan.	
Working with mana whenua and mataawaka to identify and respond to their needs and aspirations.	Not Important
Capital projects including the Tawaipareira Reserve playground.	Not Important

Tell us why

7c. What do you think of the Waiheke proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#12090



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

too many other important issues.

Pathetic really?

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

cco's should be totally accountable to the mayor and council. AT are an example of a dictatorial ignorant organisation with no respect to elected officials.



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): Generation Zero

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

It is critical for Auckland Council to take action to reduce transport emissions and speed up investment in transport projects and climate resilience, specifically delivering projects that promote transport equity (e.g. A more walkable city with rapid transit



#12116



networks). Deliver programmes targeted at making roads safer and more desirable for pedestrians through traffic calming measures and street upgrades.

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?

Support most of the proposal

Tell us why:

Generation Zero supports Auckland Council in making public transport faster, more reliable and more accessible for all users by investing in rapid transit actions such as making it easier to pay - the same model as Wellington.

Generation Zero does not support stopping some initiatives, such as raised pedestrian crossings and cycleways, as these are low-cost, relatively easy to implement and create immediate good impacts for communities and users.

Generation Zero supports safe speeds to reduce the death and injury risk of pedestrians and the inequity in road harm experienced in Auckland.

2a. Is there anything you would spend more on?

Generation Zero understands Auckland Council's constraints in delivering projects that were to be funded through the Regional Fuel tax. However, spending more on creating safe and accessible roads is critical for encouraging mode shift. And the social, and environmental cost of not doing so is much greater.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:



#12116



4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Generation Zero supports a future fund in principle. However, it does not support the fund in its current form. In its current form, the fund is funded by the privatisation of strategic assets and there is no guarantee that the fund will be ring fenced for Climate Mitigation/Adaptation, or that ethical investment will be a priority for the funds management. Privatising public assets is a reactionary decision tailored for short-term benefit rather than long-term resilience.

Generation Zero opposes the initial capital of the fund coming from privatisation of public assets e.g. leasing out port operations and sale of Auckland International Airport shares.

Generation Zero wants the fund to be specifically ringfenced, so that money can only be used for response to severe weather events, and cannot be raided for non climate-related reasons.

Generation Zero wants to ensure ethical investment becomes a priority for the funds management.

Support Generation Zero's proposal of Future fund through increase of debt

Generation Zero wants the future fund to be taken a step further by setting aside money for specific climate change mitigation and adaptation measures, including;

Response to significant climate events

Securing Housing and land for future managed retreat

Climate smart projects include Urban Farms, ecosystem-based adaptation, integration of mātauranga māori, sustainable land management, and community-based initiatives.

Urban Ngāhere to achieve urban heat island mitigation, especially in West and South Auckland, which have significantly less tree cover

Council to establish a programme to co-learn with the community about how they can respond, adapt and mitigate the effects of climate change events



#12116



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Generation Zero does not support the leasing out of port operations and using the profits and dividends to fund the Auckland Future Fund. Generation Zero does not support using the profits and dividends to lessen the rate increase for year two of the long-term plan to the proposed 3.5%.

Leasing the land is a stepping stone to privatisation, it's important the public maintains control over this strategic asset.

Handing over operations means loss of control over the quality of life for port workers, and means the priorities of the port's operations become profit over other public-good considerations such as environment, workers rights, and public oversight.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Invest in the Future Fund with intentions to use profits and dividends in Response to significant climate events (in conjunction with central govt support).

Securing Housing and land for future managed retreat

Climate smart projects include Urban Farms, ecosystem-based adaptation, integration of mātauranga māori, sustainable land management, and community-based initiatives.

Urban Ngāhere to achieve urban heat island mitigation, especially in West and South Auckland, which have significantly less tree cover



#12116



Council to establish a programme to co-learn with the community about how they can respond, adapt and mitigate the effects of climate change events

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

Generation Zero conditionally supports Auckland Council in transferring Captain Cook and Marsden wharves to Council to be used for new public space.

Generation Zero does not support residential development due to the effects of climate change, and the f

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

Generation Zero is open (but does not support) to the proposal to free up the Bledisloe Terminal; however is concerned with the effect it would have with council port operations. However this would also provide the opportunity to invest in rail to ensure goods transported in and out of Auckland can be achieved sustainably.

6a. What do you think of these proposals?



#12116



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	



#12116



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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?



Generation Zero

Generation Zero's submission on:

Auckland Council's Long Term Plan

A climate-just Aotearoa for now and tomorrow.

1. This document is Generation Zero's submission on Auckland Council's proposed Long Term Plan (2024-34).

1. Rates

Generation Zero agrees with the “pay more to get more” proposal, which increases the average rate for residential ratepayers.

- It is critical for Auckland Council to take action to reduce transport emissions and speed up investment in transport projects and climate resilience, specifically delivering projects that promote transport equity (e.g. A more walkable city with rapid transit networks).
- Deliver programmes targeted at making roads safer and more desirable for pedestrians through traffic calming measures and street upgrades.

2. Transport Plan

Generation Zero understands Auckland Council's constraints in delivering projects that were to be funded through the Regional Fuel tax. However, creating safe and accessible roads is critical for encouraging mode shift. And the social, and environmental cost of not doing so is much greater.

- Generation Zero supports Auckland Council in making public transport faster, more reliable and more accessible for all users by investing in rapid transit actions such as making it easier to pay - the same model as Wellington.
- Generation Zero does not support stopping some initiatives, such as raised pedestrian crossings and cycleways, as these are low-cost, relatively easy to implement and create immediate good impacts for communities and users.

Generation Zero supports safe speeds to reduce the death and injury risk of pedestrians and the inequity in road harm experienced in Auckland.

3. Auckland Future Fund

Generation Zero supports a future fund in principle. However, it does not support the fund in its current form. In its current form, the fund is funded by the privatisation of strategic assets and there is no guarantee that the fund will be ring fenced for Climate Mitigation/Adaptation, or that ethical investment will be a priority for the funds management. Privatising public assets is a reactionary decision tailored for short-term benefit rather than long-term resilience.

- Generation Zero opposes the initial capital of the fund coming from privatisation of public assets e.g. leasing out port operations and sale of Auckland International Airport shares.
- Generation Zero wants the fund to be specifically ringfenced, so that money can only be used for response to severe weather events, and cannot be raided for non climate-related reasons.
- Generation Zero wants to ensure ethical investment becomes a priority for the funds management.
- Support Generation Zero's proposal of Future fund through increase of debt
- Generation Zero wants the future fund to be taken a step further by setting aside money for specific climate change mitigation and adaptation measures, including;
 1. Response to significant climate events
 2. Securing Housing and land for future managed retreat
 3. Climate smart projects include Urban Farms, ecosystem-based adaptation, integration of mātauranga māori, sustainable land management, and community-based initiatives.
 4. Urban Ngāhere to achieve urban heat island mitigation, especially in West and South Auckland, which have significantly less tree cover
 5. Council to establish a programme to co-learn with the community about how they can respond, adapt and mitigate the effects of climate change events

4. Port Land

Generation Zero does not support the leasing out of port operations and using the profits and dividends to fund the Auckland Future Fund.

- Generation Zero does not support using the profits and dividends to lessen the rate increase for year two of the long-term plan to the proposed 3.5%.
- Leasing the land is a stepping stone to privatisation, it's important the public maintains control over this strategic asset.
- Handing over operations means loss of control over the quality of life for port workers, and means the priorities of the port's operations become profit over other public-good considerations such as environment, workers rights, and public oversight.

Generation Zero conditionally supports Auckland Council in transferring Captain Cook and Marsden wharves to Council to be used for new public space.

- Generation Zero does not support residential development due to the effects of climate change, and the future need for managed retreat (those eventual costs would severely outweigh the current benefits of introducing residential use). Generation Zero prioritises non-residential spaces in the Ports that can be accessed by the public. .
- Generation Zero is open (but does not support) to the proposal to free up the Bledisloe Terminal; however is concerned with the effect it would have with port operations. However this would also provide the opportunity to invest in rail to ensure goods transported in and out of Auckland can be achieved sustainably.

5. Other Rates

Natural Environment Targeted Rate

Generation Zero supports resuming the natural environment targeted rate to ensure the protection, restoration and enhancement of ecosystems, and native flora and fauna.

Water Quality Targeted Rate

Generation Zero supports resuming the Water Quality Targeted Rates; and reducing the rate from the previous amount

Climate Action Transport Targeted Rate

Generation Zero supports the CATTR

- To reduce transport emissions in Auckland, the desirability of using public transport needs to be improved:
 1. High-demand areas receive investment in rapid transit - services become more frequent, more reliable, and therefore, more desirable for use. Funding and investment into increasing the frequency of bus systems once the CRL opens; to further incentivise and normalise the public's dependence on Auckland's public transport system.

- GZ wants to see Local governments invest in transport programmes that actively encourage a mode shift for Auckland.
 1. Projects that incentivise and reward public and active transport modes and disincentive private motor use; to challenge car dependency and address its destructive effects in terms of emissions in Auckland.

Long Term Differential Strategy

Generation Zero supports rate increases for businesses;

Recycling Charges for Schools

Generation Zero does not support the re introduction of recycling charges for schools

- Because cultural cornerstone; in order to encourage habits of recycling and environmentally conscious behaviour, must start as soon as possible with our rangatahi. Invite kids to participate and normalise this type of environment

Rates funded refuse collection, Rodney Drainage Districts Targeted Rate and Waitākere Rural Sewerage Targeted Rate

Generation Zero supports all proposed changes.



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Operate a Council-run decarbonised ferry service (which competes with Fullers) to generate funds for the city and increase competition and reliability of service in the sector. Bring forward investment to wastewater assets to reduce outflows. Sell small, underutilised parks or playgrounds to fund improvements / increase maintenance and repair of better utilised parks and community services.



#12146



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Focus more on reliable and frequent train services and less on buses serving the similar routes. Remove investment for supporting priority housing areas. Stop spending so much money on cycleways and instead invest in mass public transport solutions to reduce reliance on cars.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I think that the Council ought to introduce a toll for the Harbour Bridge. This need not be a large charge, perhaps as little as \$1 each way initially. The funds generated could then be invested by the Council and ultimately used towards a new harbour crossing. This would charge those people who would ultimately use and benefit from a second crossing (which should contain a rail amenity). Countless cities across the developed world do this and I do not understand why we do not. It is a targeted charge for the people using a public amenity.

2a. Is there anything you would spend more on?

No

2b. Is there anything you would spend less on?

No

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

I would rather see a new well utilised, fit-for purpose Quay Park stadium built than further invest in a poorly utilised stadium which is surplus to Auckland's requirements.



#12146



4a. What is your preference on the proposal to establish an 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:

Diversification of investment makes sense.

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:

Given that relocation of the Port is somewhat of a political football, leasing the port for a further 35 years will afford additional time to determine and build a more appropriate site while generating a substantial amount of much needed revenue for Auckland Council.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

I am strongly in support of the proposed town centre upgrade to Greenwood's Corner, Epsom. Improvements to the pedestrian experience and better cycling amenity are essential however this should not be to the detriment of local business by removing a



#12146



large number of car parking spaces. Parking is vitally important to local businesses as a suburban centre and the overwhelming majority of pedestrians come to the area by car in the first place, so on-street parking is essential.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Transfer the two wharves back to Auckland Council but actually do something with them otherwise there is little point as they will just remain as desolate abandoned concrete jetties serving no purpose or public amenity. Queens wharf has been Council contr

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

For the reasons stated above. The Council-controlled Queens wharf operation in my view is substantially underutilised and underdeveloped. It is littered with make-shift "temporary" structures and could be so much better than what we have. Add to that Capitan Cook and Marsden wharfs and that is three council-controlled wharfs in need of redevelopment. Get these right first then look to a larger scale Bledisloe wharf project.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
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#12146



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12146



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?

No

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Very Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Very Important
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Very Important



#12146



Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Very Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Very Important
Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Not Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

Excellent.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

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?



#12151



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

There needs to be more ambition in improving the transport situation in Auckland, thus this proposal is underwhelming.

2a. Is there anything you would spend more on?

Public transport needs to be be invested in and improved to the greatest extent possible given Auckland's growing population and existing traffic problems.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12151



Tell us here:

It is essential that the port is moved out of downtown Auckland at the earliest possible point. The status quo is an absurd waste of some of the most impressive land in the country, and a blight on the city. Nothing should be done to preclude the port being moved with alacrity.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

This is a long-overdue small movement in the right direction.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

A good start



#12151



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#12151



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#12151



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Sensible if somewhat lacking in ambition.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable): Auckland Pride Incorporated

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	Do more
Economic and cultural development	Do more
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Support for arts, culture and creativity via local boards
- Investment into Council programmes, engagement and public art.
- Investment into arts and culture facilities, both Council-owned and private.



#12154



- Investment into Auckland's diverse cultural communities.
- Investment into local festivals and independent artists and companies, regional grants
- Development and support of creative industries
- Performing Arts and event venues and stadiums
- Logistical support of performing arts

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Council expenditure on facilities and activities that deliver largely personal benefits to few people, such as some of the golf courses across the city, could be areas where Council expenditure should be reassessed.

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)?

Tell us why:



#12154



4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	
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#12154



<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



#12154



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#12154



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Perceived safety and civic spaces are deeply important to ensuring people feel engaged to return to the city, but it's also important that these spaces are accessible and welcoming to those in our communities who have been historically shut out or alienat

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

As above, the safety and perception priority needs to be thoughtfully considered through a lens of accessibility and community engagement. Prioritising art and culture as a way to engage in this perception feels like the most logical and holistic method.

Improving library services is something that makes sense and will improve the engagement of communities too, which is something we are passionate about.

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

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?

public transport



#12174



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)?

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:



#12174



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#12174



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 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?



SUBMISSION TO AUCKLAND COUNCIL LONG TERM PLAN 2024/2034 (10-Year Budget)

28 March 2024

Introduction

There are currently 51 BIDs in Auckland, representing over 25,000 businesses with a combined capital value estimated at \$72.7 billion.¹

Our role in the Auckland economy is to improve the business environment of our areas, promote innovation, prosperity and employment as well as attract new businesses, customers, and visitors.

We share this common goal with the Auckland Council group to promote Auckland's economic prosperity. The council group plays a pivotal role in providing efficient and effective core services for the city. Auckland must continually strive to attract more visitors, and bid competitively to host major events, as well as support economic development activities.

Overall, we cannot emphasise enough the need to find more savings and for there to be a much sharper focus on efficiencies and getting the 'basics' right, such as the delivery of core council services and the timely maintenance of essential infrastructure. We welcome the recent announcement of an overhaul of top management tiers at Council to streamline service delivery and cut costs.

The Long-Term Plan 2024/2034 sets out the council's priorities and how you will pay for them.² You are also consulting on a draft Waste Management and Minimisation Plan 2024.³ You are seeking feedback on a number of issues. Our response will focus on:

- (1) Overall Direction for the Long-Term Plan
- (2) Transport Plan
- (3) Major Investments (Auckland Future Fund)
- (4) Port Land
- (5) Changes to other rates, fees, and charges
- (6) What else is important to us
- (7) Draft Waste Management and Minimisation Plan 2024
- (8) Local Board Priorities

(1) Overall Direction for the Long-Term Plan

Here you have asked which option do we prefer for the overall direction for council's Long-Term Plan 2024/2034? (Do less (reduce council services/ investment), lower rates increases and less debt); Proceed with the central proposal; or do more (increase council services/investment), with higher rates increases and more debt.

¹ <https://bid.aucklandcouncil.govt.nz/>

² [Link](#) Long Term Plan 2024/2034 (10-year Budget) Consultation Document [Link](#); Long Term Plan 2024/2034 (10-year Budget) Supporting Information [Link](#)

³ Draft Waste Management and Minimisation Plan 2024 [Link](#)

We support the *central proposal* overall but are opposed to discontinuing the Long-Term Differential Strategy. In addition, we support that aspect of the *Pay More, Get More Scenario* to attract more visitors, bid for and host major events as well as supporting economic development activities. We wish to be assured Council is properly funding core infrastructure services.

As set out in your Consultation Document, the services and activities provided for in the *central proposal* are a capital investment of \$39.3 billion and operating spending of \$72.0 billion over 10 years. The Consultation Document says this will strengthen Auckland's physical and financial resilience, while tackling some big budget challenges. We agree.

Overall, the rates increases for the average value residential property will be: • 7.5 per cent in year one; • 3.5 per cent in year two; • 8 per cent in year three; and • no more than 3.5 per cent a year after that. We understand that rates for business properties will be around 1.5% higher for each of these periods. We note that this includes discontinuing the Long-Term Differential Strategy, but your Consultation Document does not set out how continuing the Long-Term Differential Strategy would affect these rate increases, especially for businesses.

The central proposal also includes establishing the Auckland Future Fund using the Auckland International Airport shareholding and the proceeds of an operating lease of Port of Auckland, along with a \$50 million annual cost reduction target by year three for Auckland Council delivered services and a \$30 million asset recycling target per annum (\$300 million over 10 years).

As we set out below, while we support establishing the Auckland Future Fund with the Auckland International Airport shareholding, we do not support an operating lease of Port of Auckland.

In terms of the need for efficiencies and savings, we believe there should be a sharper focus on finding savings from the management of contractors by the Auckland Council group. We support a budget package that sharply reduces Auckland Council's group operating costs.

We also support borrowing more than the planned 'less than 270 per cent' of group revenue.

And, while we support Council working with central government on new funding tools to enable more investment into visitor attraction and economic development activities (as set out in the *central proposal*), in the meantime, we ask that a budget for marketing Auckland internationally, to attract visitors, bid for and host major events as well as support economic development activities be prioritised (as set out in the *Pay More, Get More Scenario*). We are concerned that under the *central proposal* only the basic suite of events and minimum level of economic development projects will be delivered by Tātaki Auckland Unlimited. We also ask that the budget for local board funded events, local economic development and town centre re-generation be at least maintained, but preferably increased. These activities are not only what makes Auckland a 'fun' place to live in but offer an economic lifeline to small businesses with increases in visitor numbers.

(2) Transport Plan

Here you have noted that your budget proposes working with government to make progress towards an integrated transport plan for Auckland. It proposes a total capital spend of \$13.4 billion for Auckland Transport over 10 years. This includes: • making public transport faster, more reliable and easier to use by investing in rapid transit network actions, such as making it easier to pay and introducing capped weekly public transport passes; • network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes; • stopping some previously planned initiatives, such as some raised pedestrian crossings and cycleways. You have asked what we provide feedback on this transport proposal. You have also asked if there is anything council should spend more or less on.

We agree that a key priority for transport should be to make the most of council's existing assets and planned spend, including the council's significant investment in the City Rail Link (CRL) and other large rapid transit network projects. But we ask that all transport projects are planned and implemented in close collaboration with BIDS. A key concern we have is the disruption caused to business from transport developments, including often excessive temporary traffic management. We ask this to be addressed.

We support the particular focus on renewals and maintenance to ensure roads and other network assets are kept in good order and there be a total capital spend of \$13.4 billion for Auckland Transport to address these priorities. We also support a new focus on smaller-scale changes to improve performance of our roads and public transport services more quickly, including the provision of dynamic lanes and bus lanes.

Making public transport faster, more reliable, and easier to use is also supported as is rapid transit investment, focused on busways (following the successful example of the Northern Busway). Transport investment for emissions reduction, such as the ongoing addition of electric vehicles to the bus and ferry fleets is also important to us. Getting more people on to public transport also helps reduce emissions.

Ensuring maximum value from every dollar spent is a given for us, as is driving efficiencies and managing operating costs.

One concern we have along with you is the recent government decision to cancel the regional fuel tax (RFT), ending the scheme four years early. We are concerned that this has resulted in a reduction in the level of investment in and re-prioritisation of transport projects in the Long-Term Plan 2024/2034. We are keen to see the detailed plans for congestion charging/time of use charging so we can assess the implications for businesses.

Adding further complexity is the recent release of the draft Government Policy Statement on land transport 2024.⁴ In particular, this reintroduces the Roads of National Significance programme (including for Auckland, Mill Road, and the East West Link). The introduction of legislation for the fast tracking of consents for major infrastructure, including the Roads of National Significance and rapid transit projects,⁵ brings further opportunity, but an alignment of national and regional priorities needs to be established.

⁴ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2024/>

⁵ <https://www.rnz.co.nz/news/national/511069/government-unveils-plan-to-fast-track-infrastructure-projects>

(3) Major Investments (Auckland Future Fund)

Council is proposing a diversified investment fund for Auckland (the Auckland Future Fund). The overall concept involves the transfer of council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares by the fund manager. However, the Consultation Document identifies four more detailed options: (Option 1) Auckland Future Fund with AIAL shares and port lease proceeds; (Option 2) Enhanced status quo (no establishment of an Auckland Future Fund); (Option 3) Auckland Future Fund with AIAL shares only; (Option 4) Auckland Future Fund with AIAL shares and Port of Auckland (POAL) dividends. You have asked what our preference is.

Council is also considering changes to the way the Port of Auckland operates, which may also result in further investment into the Auckland Future Fund. You have also asked whether we prefer to continue council group operation of the port or lease the operation of the port for the future of Port of Auckland. And if the council group continues to operate the Port of Auckland, how would we prefer the profits and dividends to be used?

Overall, we support Option 3 - Auckland Future Fund with AIAL shares only. We do not support a lease of the Port operation.

We have previously supported selling all of Council's shareholding in Auckland International Airport Ltd ('AIAL'). Although you have considered in your Consultation Document using the cash from the sale of the remaining AIAL shares to reduce council debt, you have not formally progressed this as an option.⁶ Although our preference would be to use the cash from the sale of the remaining AIAL shares to reduce council debt, the closest option we agree with in your proposals is Option 3 (Auckland Future Fund with AIAL shares only). You have described this option as establishing an Auckland Future Fund and transferring the council's remaining AIAL shareholding into the fund (as in the proposed Option 1), but POAL would continue to operate the port (as set out under the enhanced status quo option, Option 2). Under Option 3, those returns would not be invested in the Auckland Future Fund.

Turning to the proposed lease of Port operations, under this option, you have said that Auckland Council or POAL would grant a lease of around 35 years over the port land and operations to an external private party to operate the port. The council would receive an upfront payment for this lease, and the private operating company would have the right to run the port, make capital investments and earn profits from these operations over the period of the lease. Council would not receive returns from the operations of the Port during the period of the lease. At the end of the lease, control of the port operations (and associated land) would transfer back to the council group. The underlying ownership of the port land and wharves would stay with the Auckland Council group throughout the lease. The lease agreement would also set out key parameters that would help ensure that the council's ownership objectives and lease conditions were met.⁷

There are several reasons why we do not support a lease of the Port operations.

First, the various reports commissioned on the future of the Port of Auckland have reached the same conclusion that the Port will outgrow its present site in 20-30 years.⁸ Also, the capacity constraints are not limited to the Port itself. The reports agree that the road and rail networks that service the Port will need significant upgrading to

⁶ Long Term Plan 2024/2034 (10-year Budget) Consultation Document, page 60.

⁷ Long Term Plan 2024/2034 (10-year Budget) Consultation Document, page 62.

⁸ <https://www.poal.co.nz/our-story/future>

improve connectivity and integration. As a consequence, locking the Port into a lease of around 35 years does seem to align with the need to integrate transport links or shift the Port in 20-30 years, or provide the flexibility necessary for these decisions.

Further, in recent decades the city centre has transformed dramatically and the area around the Port has become an important commercial and residential centre in its own right. There are differing stakeholder aspirations for the area leading to tensions between the growth in freight volumes on the one hand and increasing residential and recreational use of the waterfront on the other. One hundred per cent ownership of POAL and the land on the Auckland waterfront means council can better manage the differing stakeholder aspirations.

In addition, the privatisation of the Port will likely mean Auckland businesses would end up paying increased costs to deliver profits to a private port operator (who will have a monopoly). Major price hikes from private terminal operators have led to concerns recently in Australia. We have concerns that any financial benefits from the lease will be outweighed by increased costs for businesses and consumers. Moreover, the Port of Auckland has recently seen a major turnaround under new management.

(4) Port Land

Whether or not the operation of the Port of Auckland is leased, you have said that some land and wharves currently used for port operations could be transferred to Auckland Council and used for something else that provides public benefit. Captain Cook and Marsden wharves could be transferred to council within 2-5 years provided that resource consent can be obtained for work at the Bledisloe Terminal. The Bledisloe Terminal site could be freed up and transferred to council for use in another way within 15 years. You have asked what option we prefer for Captain Cook and Marsden wharves? And what option do we prefer for Bledisloe Terminal?

The council's strategic vision for the city centre waterfront involves improving public access to the waterfront for Aucklanders. The proposal in the Long-Term Plan 2024/2034 to free-up wharves by consolidating the physical area of the port operations would support this objective.

Although Marsden and Captain Cook wharves could be freed-up for alternative use and transferred to Auckland Council with minimal impact on port operations or profitability, this would require that the port operations currently taking place on these two wharves be relocated to the Bledisloe Terminal. This would require construction work at Bledisloe North wharf and an additional vehicle handling building at the Bledisloe Terminal. These works are estimated to cost \$110 million and would require resource consent approval. The Consultation Document says that it is likely that this could be achieved over a two-to-five-year timeframe.

Although releasing the Bledisloe Terminal for alternative uses could provide significant new public benefits, it would also substantially reduce the scale and value of the port operations. The Consultation Document says that this option is not considered viable in the short-term but is an option council could look to implement within the next 15 years.

First, we do not fully understand how the proposal to lease the Port aligns with the proposals to free-up the Marsden and Captain Cook wharves. The Consultation Document says releasing these wharves would not materially change the amount of the prepaid lease, but less would be paid. However, removing the Bledisloe Terminal from port operations would reduce the lease prepayment the council would receive by up to an estimated \$300 million.

Further, if the Bledisloe Terminal was no longer used for port operations, imports of bulk cargo like construction industry materials (such as steel and aggregate) and bulk food (such as banana shipments) would likely need to be unloaded at other ports and be transported to Auckland via truck (or possibly by rail). This would likely add cost to supply chains and increase road congestion and emissions.

In addition, the range of alternative uses for the freed-up Bledisloe Terminal land could be restricted because these other uses (such as for recreation or apartments) will be located alongside a working port that will be operating twenty-four hours a day, seven days a week with all the associated noise, lighting, and traffic impacts. The implications for any new cruise ship terminal would also need to be considered.

If the Council retains ownership of the Port, removing the Bledisloe Terminal from port operations would result in lower profits from the port at some point after the 10-year period of this plan. Higher rates would then be required. There would also be a reduction in the value of Auckland Council's assets as the value of the port would need to be written down by the value of the lower profits.

The longer-term financial implications of the freed-up Bledisloe Terminal would depend on the nature of the alternative uses. Creating new public infrastructure or amenities would generally have a net financial cost to council, while residential or commercial development on the site should have a net financial benefit (after accounting for any necessary infrastructure development or remediation work). This would all likely occur outside the 10-year period of the Long-Term Plan 2024/2034.

Overall, we agree to Marsden and Captain Cook wharves being freed-up for alternative uses, but not the Bledisloe Terminal (at least at this stage).

(5) Changes to other rates and fees and charges

Here you have noted Council's proposals to change business rates, targeted rates, fees, and charges. You have asked what we think of these proposals and whether we have any other feedback.

Our overall feedback is that what businesses need most from council is a fair, transparent, and stable approach to rates.

Long Term Differential Strategy (LTDS)

We are very concerned about your proposal to discontinue the Long-Term Differential Strategy which has been gradually lowering the share of general rates paid by businesses and for business ratepayers.

We do not accept that a business differential should be applied to rates especially for your reasons that "businesses place more demand on, and impose more costs on, the council's transport and stormwater services", or that "rates are more affordable for businesses" or because "businesses can also claim back GST on rates and expense rates against tax." These reasons do not justify the business differential, particularly for small businesses who make up most businesses in Auckland.

We ask that the Long-Term Differential Strategy remain in place.

We are also very concerned about your proposal to increase the share that businesses pay of generally applied targeted rates (Water Quality, Natural Environment, and Climate Action Transport targeted rates) from 25.8 per cent (originally set at the same

level of the end target of the LTDS) to the same share they will pay of the general rate, approximately 31 per cent.

While we agree that Auckland must improve infrastructure to save our harbours, beaches and streams and reverse the decline of biodiversity in the region, we do not accept that a business differential (especially at 31%) should be applied to these rates.

Watercare's increase in charges

To support a significant increase in capital investment over the next 10-years, Watercare's board of directors has proposed to increase water and wastewater tariffs by 25.8 per cent on 1 July 2024. We question whether the substantial increases in water and wastewater tariffs are reasonable.

(6) Do you have any other comments

Here you have highlighted whether we have any other comments, including on the Local Board Funding Policy and the Council Controlled Organisation Accountability Policy. With regard to the Local Board Funding Policy, your Consultation Document sets out the proposal to move to a different allocation of funding for local boards for their local community services. The new model proposes to distribute available funding based on population (80 per cent), deprivation (15 per cent) and land area (5 per cent). This is different to the current funding allocation which is based on assets in each local board area. In this Long-Term Plan 2024/2034, you are proposing a staged approach (or the central proposal) to achieving this outcome.

Starting with the Local Board Funding Policy, we agree with the *central proposal*, which sets out a 50/50 combination approach (that is, reallocating some existing funding between local boards and providing some new funding (\$20 million opex and \$30 million capex) over the first three years of the LTP 2024-2034.

This will result in 18 local boards being within 5 per cent of their equitable funding levels (opex and capex) by year three of the LTP 2024-2034, with three local boards remaining funded above their equitable levels but to a lesser degree than current levels. Changes to funding levels will only take place from 1 July 2025 (year two of LTP 2024-2034). Staff would use year one of the LTP to prepare for this change.

We understand the objective of the new proposal is to achieve fairer funding across all the local boards and in principle support that view. However, we do not have a clear understanding of the implication of this policy for the Waitemātā Local Board, as the current model is based on assets. The degradation of any council assets in our area is not desirable.

With regard to the proposed amendments to the CCO Accountability Policy to reflect recent changes in legislation as well as the new/updated council policies and plans, we support these amendments.⁹

In early 2023, Auckland experienced the Anniversary Day floods and Cyclone Gabrielle. These devastating events showed the effects of climate change are getting more frequent and more severe in Auckland. The Consultation Document says that these events have had big impact on the council's finances both in terms of storm response costs and the need to improve Council's storm response and resilience.

⁹ Long Term Plan 2024/2034 (10-year Budget) Consultation Document, page 19.

We would have thought the Council would have considered implementing a targeted rate in the Long-Term Plan 2024/2034 to fund these measures (the 'Making Space for Water' programme).

(7) Draft Waste Management and Minimisation Plan 2024

The draft Waste Management and Minimisation Plan (WMMP) 2024 sets out Auckland's direction in managing and preventing waste. Your Feedback Form asks whether we support the direction of the draft WWP 2024? It also asks whether we support: (2A) Fortnightly rubbish collections; (2B) A focus on construction and demolition waste; (2C) A focus on five priority waste materials; (2D) Advocacy on product stewardship schemes; and (2E) Advocacy for better legal tools to deal with litter.

We support the focus of the draft WMMP on ways to reduce waste being created and sent to landfill, with actions aimed at the top of the 'waste hierarchy', e.g. redesigning, reusing, or repairing items as well as recycling materials. We agree with the draft WMMP's goals that centre on keeping resources in circulation and minimising harm to the environment and communities from waste.

We agree with the focus of removing food scraps from general rubbish (which have made up 41% of the rubbish) through the weekly food scraps collection service in mainland urban areas. Now food scraps have been removed, you are proposing to introduce a fortnightly rubbish collection for most Auckland households from 2026, with options for a larger bin for households that need it. Cost savings will be passed on to ratepayers. We agree with this approach for households, but ask you ensure it is also fit for business ratepayers. We also support investigating options to divert other items from household rubbish, such as nappies and medical waste.

Your *Consultation Document* notes that waste from construction and demolition (C&D) activity makes up almost 40% of commercial waste in landfills. We agree that reducing this waste and making better use of materials from C&D should be a priority in the draft WMMP over the next six years to help reduce Auckland's total waste to landfill by 30% by 2030.

We also agree with your proposal to focus on five priority waste materials: • organics (including food scraps, green waste, timber, and cardboard/paper); • plastics; • packaging; • textiles; • biosolids (the organic material resulting from sewage and wastewater treatment). We note that these are the materials that make up significant volumes in landfills, release greenhouse gases and are problematic when they break down – such as microplastics in the environment.

We agree with Council advocating to central government for a beverage container return scheme (CRS) and other mandatory product stewardship schemes as a key priority action within the draft WMMP. You say the CRS will ensure containers are returned for re-use and recycling instead of littering roadsides, waterways, and town centres. You also believe this, and other product stewardship schemes will shift the cost of waste disposal from ratepayers to producers, manufacturers, and consumers, and drive higher rates of reuse and resource recovery. We would like to work with you to ensure the implications for business (especially small and medium sized business) are fully understood.

We also agree with your focus on addressing litter and illegal dumping to protect public health and the environment, including advocating to central government for better legal tools (e.g. instant fines) to deal with litter. We support Council collaborating with communities and businesses on local solutions for hot spot areas.

(8) Waitemātā Local Board Priorities

The Waitemātā Local Board's key priorities (dependent upon funding) are to: • improve library services across Waitemata; • develop the Omnibus Local Parks Management Plan; • implement the 2013 Waitemātā Greenways Plan, key walking and cycling connections. Priorities for advocacy include: • ensuring funding of city centre projects and initiatives focussed safety; • fair funding of regional and sub-regional services (such as the aquatics network); • progressing the Waterfront Programme (including the design of a new city centre park); • ensuring the water quality of waterways, catchments, beaches, and harbours; and • restoring membership of Local Government New Zealand. You have asked what we think of your proposed priorities.

The Waitemātā Local Board's key projects and activities include; • deliver a new civic space at 254 Ponsonby Road; • complete design of Leys Institute remediation and progress physical works; • improvements for Heard Park; • support youth activation, leadership, and wellbeing, particularly in Newmarket; • improve perceptions of safety within the City Centre, and town-centres; • support local communities to develop Emergency Planning and Readiness Response Plans; • promote and celebrate heritage places.

Turning first to your key priorities, we particularly support ensuring the funding of initiatives focussed on improving safety and perceptions of safety. In terms of your key projects and activities, we support prioritising the delivery of a new civic space at 254 Ponsonby Road and completing detailed design of Leys Institute remediation and seismic strengthening and progressing physical works.

Conclusions

As we enter another year where the resilience of small and medium sized businesses will be tested, we ask the Council to carefully consider the needs of these ratepayer businesses as it makes decisions about the priorities and proposed savings in the Long-Term Plan 2024/2034.

We cannot emphasise enough that there must be a focus on providing core infrastructure services which grow the economy and support local businesses, especially in our town centres and industrial/commercial areas.

We fundamentally believe further savings can be made with a culture of efficiency being instilled across the council group. Now is the time for the council, and its significant number of employees, to adopt a rate-payer mindset. But council must not lose sight of Auckland's ongoing economic prosperity.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

I don't know

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	Do less
Council 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?

Please cease all budget to Tupuna Maunga Authority until they cease their onslaught against exotic trees on the maunga. Their tree felling and replanting costs are fudged,



misleading and deceptive, but their whole policy of clearing healthy trees is wrong by every metric.

2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:



#12192



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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.	Support
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	Support



#12192



<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 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).</p>	Support
<p>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.</p>	I don't know
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	I don't know



#12192



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I don't know

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important



#12192



Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	Do less

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?



#12217



Do not support most of the 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?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#12217



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#12217



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>Support</p>



#12217



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#12222



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

More space for indoor sports

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Under utilized. Auckland needs a big indoor sports facility like Akau Tangi in Wellington

4a. What is your preference on the proposal to establish an 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:



#12222



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
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#12222



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>I don't know</p>



#12222



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Arts and culture are key to a thriving city. With the new train line opening in the next few years, it's vital that our arts and culture industry are well supported to deliver events that attract people to the city - with the current cost of living and funding cuts, arts and culture won't survive and there won't be as much for people to experience when they get off the train in the city.



#12235



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Unnecessary road works.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Arts and culture and transforming mid-city to be a desirable place to go - the IMAX building is holding back a thriving and vibrant mid-city with bars and restaurants for people to go to and therefore elevate the city.

2b. Is there anything you would spend less on?

Unnecessary road works.

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:



#12235



4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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

Support



#12235



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 residential property by around \$6.53 and \$17.10 for the average value business property.	I don't know
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).	Support
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.	Do not support
Re-introduce recycling charges for schools.	Do not support
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.	I don't know
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.	I don't know



#12235



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden, Devonport-Takapuna, Henderson-Massey, Ōrākei, Waitematā

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Very Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Very Important
Planning for how our parks and open space can respond to growth, making the most of	Fairly Important



#12235



what we have, balancing different uses and connecting green spaces together.	
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Very Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Fairly Important
Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Not Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

Devonport-Takapuna Local Board Priorities

7b. What do you think of our proposed priorities for Devonport-Takapuna in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Progress the detailed business case and delivery of a new library and community hub in Takapuna.	I don't know
Complete the Devonport-Takapuna Local Parks Management Plan that will guide decisions on the use and management of our parks and open spaces.	Fairly Important



#12235



Implement priority actions from the Devonport Takapuna Ethnic Plan.	I don't know
Continue to build relationships with Iwi and Mataawaka to promote projects of interest to Māori including the restoration and improvement of Te Uru Tapu.	Very Important
Invest in the delivery of key events in our town centres to support local businesses and showcase our area to visitors and locals alike.	Very Important
Continue to renew and improve community facilities including the playground at Achilles Reserve and toilets and changing facilities at Becroft Park.	Fairly Important
Continue support of our valued art partners who provide a wide range of programmes, exhibitions and live productions and performances.	Very Important

Tell us why

7c. What do you think of the Devonport-Takapuna proposed priorities for the 10-year budget 2024-2034?

Henderson-Massey Local Board Priorities

7b. What do you think of our proposed priorities for Henderson-Massey in 2024/2025?

Very Important

More specifically, what do you think of each priority we've listed above?

Our People – create opportunities that support connectedness, diversity and inclusion in our community.	Very Important
Our Environment – focus on initiatives that increase tree canopy cover, improve water	Very Important



#12235



health and provide for resilient and low carbon communities across Henderson-Massey.	
Our Community – ensure the maintenance and development of ‘fit for purpose’ local services and spaces meet the needs of our diverse communities.	Fairly Important
Our Places – support initiatives that improve walking and cycling opportunities.	Very Important
Our Economy – continue to support the Western Initiative to deliver the Youth Connections programme.	

Tell us why

7c. What do you think of the Henderson-Massey proposed priorities for the 10-year budget 2024-2034?

Maungakiekie-Tāmaki Local Board Priorities

7b. What do you think of our proposed priorities for Maungakiekie-Tāmaki in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Support community groups and community-led activities by continuing to provide local community grants.	
Building the capacity and capability of local community and sporting groups towards long-term sustainable funding models and independence through our strategic partnerships programme.	
Empowering community groups and organisations to deliver community events through sustainable funding models.	



#12235



<p>Collaborate with mana whenua and neighbouring local boards to protect and restore our waterways through Tāmaki Estuary Environmental Forum and Manukau Harbour Forum.</p>	
<p>Encourage our rangatahi / youth and community to be leaders in climate action. For example, through programmes like Tiakina te taiao and Ope (biodiversity and climate action education programme in schools), Love Your Neighbourhood (environmental volunteer grants) and Songbird programmes (community pest control and biodiversity initiative).</p>	
<p>Support business associations to continue supporting local businesses and ongoing growth, development and liveliness of town centres, including assisting Onehunga Business Associations proposed BID expansion.</p>	

Tell us why

7c. What do you think of the Maungakiekie-Tāmaki proposed priorities for the 10-year budget 2024-2034?

7d. Onehunga Business Association is seeking an expansion of its Business Improvement District programme boundary area. If it is successful, businesses ratepayers and owners located within the expansion area will become members of the Onehunga BID programme and pay the associated BID target rate.

Do you support the expansion of the Onehunga Business Improvement District (BID) programme and associated BID targeted rate?

Tell us why

I support most priorities



#12235



Ōrākei Local Board Priorities

7b. What do you think of our proposed priorities for Ōrākei in 2024/2025?

Fairly Important

More specifically, what do you think of each priority we've listed above?

Complete the seismic strengthening of the Remuera Library	Very Important
Progress the Meadowbank Community Centre development.	I don't know
Assess the reactivation of facilities at Tagalad Reserve and work towards providing access for the community.	Fairly Important
Continue to work with our many community volunteers to eradicate plant and animal pests in our natural environment, including at Pourewa Valley and in our many beautiful parks and urban forests, and support other environmental activities, for example, the Environmental Forum.	Fairly Important
Continue local initiatives to enhance neighbourhood connections and increase safety.	Very Important
Fund and support local events to showcase our spaces and benefit local residents and businesses.	Very Important
Continue to engage and better support our diverse communities and organisations, such as Auckland East Community Network and Youth of Ōrākei.	Fairly Important
Maintain efforts to monitor and improve water quality in our local waterways.	I don't know



#12235



Develop options and projects for a community facilities targeted rate for the financial year 2025/2026.	Fairly Important
Investigate ways to enhance council facilities in Ellerslie to better meet the needs of the local community.	

Tell us why

7c. What do you think of the Ōrākei proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#12235



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Please continue to support arts and culture, it's so important and vital to make Auckland a city people want to live in, invest in and stay in.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Increased provision of protected cycleways. Speed reduction measures in residential streets.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12238



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

I would like to see more cycleways and raised pedestrian crossings.

2a. Is there anything you would spend more on?

Cycleways and raised pedestrian crossings.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Redeveloping would be a better use of the money.

4a. What is your preference on the proposal to establish an 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:

Shares should be sold.

4b. Which option do you prefer for the future of Port of Auckland?

Other



Tell us here:

The port should be moved from downtown Auckland and the land should be redeveloped.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

This is prime waterfront land that could be used for much better purposes for the public.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

This is prime waterfront land that could be used for much better purposes for the public.



#12238



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#12238



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#12238



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I agree with the proposed delivery of cycling and walking connections. There should be a greater provision of protected cycleways and traffic calming measures, particularly in Grey Lynn and Ponsonby.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Greater investment in true recycling industries/facilities to reduce the incredibly disappointing levels of current recycling, and reduce landfill waste.

Also, increase the number of events allowed at Eden park each year.



#12274



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Stop allowing churches (and let's be honest, cults) to be exempt from taxes that the rest of New Zealand must pay. I do not want to continue subsidizing religious charlatans (looking at you Mr Tamaki).

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I understand the need for tradeoffs, but I think more should still be done to incentivize people to transition from cars to cycling, walking, and public transport.

2a. Is there anything you would spend more on?

Public transport infrastructure funding.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Given the higher interest rate environment, council should focus on profitable or more valuable assets.

4a. What is your preference on the proposal to establish an 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



#12274



Tell us why:

This seems a sensible proposal to diversify funding and manage risk.

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:

This seems a good use of the asset.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

Investing in the future to prevent cost spirals is a better idea than more immediate rate cuts.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

I feel that disruption to port operations is too great a cost for potential future gains.



#12274



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Same as above.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>



#12274



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
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#12274



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Priority support should be given to initiatives that benefit the society and societal cohesion of the whole region rather than smaller scale improvements to individual communities.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Continue the transition towards a more walkable and less car-oriented city.



#12274



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#12299



Support most of the proposal

Tell us why:

Support raised pedestrian crossings and cycleways

2a. Is there anything you would spend more on?

Happy to pay road tolls

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#12299



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#12299



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>I don't know</p>



#12299



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#12299



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

It's not about perception of safety buy about ACTUAL safety. NB For me the city is safe.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Specifically public transport! It is so important to a healthy and thriving city

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



Consultation. Council is too risk adverse in how it approaches public consultation requirements. Needs to be more agile and engaging.

2. What do you think of the transport proposal?

Support all of the 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)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

There has previously been a similar fund that was used on a rainy day. The same will happen again and we will be left without any assets. Stop doing this!

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12311



Tell us here:

It is an integral part of Auckland's economy. Leasing the operation will only open the door for offshore companies which is likely to result in job losses and higher import rates.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Do not support the AFF. There has been a similar fund in the past which was used on a rainy day and this will happen again. You cannot determine how a future council will use this fund. Protect major (and well performing) assets.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

Do not trust that the 'something else' will not include sale to private investors - which will result in high rise apartments that will only benefit the wealthy few. No trust in council to not sell this as well considering all other asset sales.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



#12311



Tell us why:

Do not trust that the 'something else' will not include sale to private investors - which will result in high rise apartments that will only benefit the wealthy few. No trust in council to not sell this as well considering all other asset sales.

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.	Support
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.	Support
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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	Support
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	I don't know



#12311



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

I would be happy to see higher rates going towards increasing walkability and urbanisation in the city.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12324



Pay less for consultancy costs. Utilise expertise and experience from existing employees and only consult/outsource where necessary.

If experience is needed, hire full time employees rather than consultants.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I agree with bullet points 1 and 2. However, raised pedestrian crossings and cycleways are vital to increasing the uptake of safe multi-modal transport.

2a. Is there anything you would spend more on?

Trams, trains and rail.

2b. Is there anything you would spend less on?

The SuperGold subsidy programme, existing road improvements (aka widening, does nothing.. see "Induced Demand")

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Metrics say that it is a large expense and underutilised. As long as we do not turn it into single family suburban housing... the space could be better utilised.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#12324



Other

Tell us why:

I would like to see the city consider raising funds through other methods such as municipal bond offerings or increasing our borrowing, which the city's debt capacity should allow for.

The Future Fund is a good idea but selling ownership in assets does not seem like the right way to go about it.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

The Auckland Future Fund seems like an important safety check to have in place for future climate and natural disaster related impacts.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?



#12324



Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Redevelopment to encourage people and businesses to operate on the wharves could result in a more aesthetic and inviting space, but also an inflow of funds from permits and taxes.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12324



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.	Support
Re-introduce recycling charges for schools.	Support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#12324



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important



#12324



Tell us why

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

I believe these priorities are thought-out and fair.

I would love to see improvements to the cycling infrastructure along Ponsonby Road in particular.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	Do more

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?

Less cultural festivals, music in parks etc. These events are nice but not necessary when infrastructure and disaster response , climate change and transport are requiring so much funding.



#12329



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Cycle lanes and speed bumps/ raised areas cause congestion and issues in built up suburban areas.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12329



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

If changes to area are made there would need to be much better roading and rail options for moving the goods from the port

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

Support



#12329



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the 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.</p>	Support
<p>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).</p>	I don't know
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support



#12329



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important



#12329



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Definitely need revised emergency response plan. Unbelievable to see council gardeners weeding a small garden while friends , family, strangers taking days off work to help those affected by floods in our area. Would have thought they would have been re-

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#12351



Tell us why:

2a. Is there anything you would spend more 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:



#12351



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#12351



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Public transport. Auckland has made great improvements in its public transport network including bus priority/rapid transit – and also the fantastic city rail link. I am lucky to live on Great North Road and be very well served by busses into the city centre. However there are a number of underserved areas in Auckland where private



#12357



vehicles are still the most efficient way to get around (the most obvious being the city centre to the airport - which as an Aucklander wanting our city to be among the most livable places in the world I find embarrassing). I think Auckland needs to continue the investment and ensure that Auckland urgently plans for a more ambitious vision for its public transport infrastructure—one that provides fast and environmentally friendly connectivity to key destinations/landmarks. This includes improving bus priority / providing rapid transit where there currently isn't any. However it is evident that bus priority lanes can only alleviate congestion so much and are reaching their limits. So I think we also need to invest further in rail (be it light or heavy) to underserved areas such as Mt Roskill, Onehunga and Māngere, and the west and north. The northern busway was built nearly 15 years ago and is a great asset that was visionary at the time – but it is time for this vision to evolve further.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Anything related to private vehicle preference (ahead of public transport) e.g. parking. Auckland Council should fund/do less of this, instead it should be user pays.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I think the plan should be more ambitious and plan for more rail. In the short term bus priority is good but for example any bus priority to the airport or out West should be future proofed for rail (as with the original vision for the Northern Busway). There should also be more ambitious planning for conversion of key current central rapid transit to rail (e.g. Queen St and the other Link bus routes, Great North Road, Newmarket etc etc).

2a. Is there anything you would spend more on?

As above. More rapid transit, including bus priority over private vehicles, and more investment in rail.

2b. Is there anything you would spend less on?

Subsidies of private vehicles (e.g. parking)



#12357



3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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?

Other

Tell us here:

I support any option that allows more waterfront land to be freed up for public use, and allows future flexibility for the people of Auckland. This should be a bottom line for any plan.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

I agree with the objectives of the proposed Fund. Council services should be funded from rates / should not be reliant on POAL (particularly if at some stage in future the Port is moved).



#12357



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

No.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

This is important public space that should not be locked up by the port.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

This is important public space that should not be locked up by the port.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12357



for next year than previously planned. This reduces this rate 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).	Support
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.	Support
Re-introduce recycling charges for schools.	I don't know
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#12357



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More resilient transport and more megaprojects eg the CRL, a new train out West to Piha under the motorway through Grey Lynn to Pt Chev and te atatu

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12398



Not selling our assets eg the Port, Airport and Future Fund!

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

It's a good start but doesn't go far enough. The more plan should include less low-carbon initiatives eg the electric busses and ferries, and instead focus on giving rural and disconnected Aucklanders more sustainable transport choices

2a. Is there anything you would spend more on?

A second harbour crossing should be in the proposal, especially so that Aucklanders can walk and bike into the city

2b. Is there anything you would spend less on?

As above, electric ferries and busses in my view aren't really worth the cost, especially if it's just a few here and there and not a whole fleet their carbon impact will be fairly negligible. Also the proposed billion dollar rail crossing bridges could be avoided with better planning - the LPT should be thinking about not just 10years into the future but 30-100 years - therefore we should be removing roads and replacing them with trains and active modes of transport with rapid speed instead of building new ones

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Not everyone plays sports and should still be able to enjoy this facility - it could be a great asset to Auckland as a music or theatre venue, or as a library/ community space. We need to build an innovative vision for this space that will excite Aucklanders about the future and attract more visitors/ migrants to our amazing city



#12398



4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

We need more info on who is managing the fund and this needs to be accessible to ALL Aucklanders so that it can be done responsibly. This also needs to be in conjunction with real physical assets, so that once our money is gone we still have another rainy day fund that doesn't get depleted all at once.

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:

The port land is Auckland's land and we should be able to enjoy it. The current operations are not sustainable and it is not fit for purpose and will need to be expanded in the coming years, therefore we should shut it down as soon as possible, move its operations elsewhere and be able to use the land for recreation, events and so forth

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

As above, I am skeptical about the effectiveness of the AFF as when the money is gone, it's gone. Instead we should be enhancing the work Council already does and putting it towards future mega transport projects



#12398



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

It's not in the proposal but We need to turn golf courses into public spaces that ALL Aucklanders can enjoy eg Parks, gardens, etc.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

We need all of the port to be enjoyed by Aucklanders as soon as possible, and more vision for what this space could be - the options are endless! However it needs to be kept in public ownership rather than sold off to the highest bidder or to build the mo

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

15 years is too long - this needs to be done in the next 2-5 years maximum so that more people can enjoy the space as soon as possible

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.

Do not support



#12398



<p>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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Do not support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support
<p>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</p>	Do not support



#12398



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important



#12398



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

These priorities reflect the needs of the area, and most have been years in the making so funding needs to be secured ASAP to give them the go - ahead

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

public transport



#12399



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?

Tell us why:

2a. Is there anything you would spend more 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:



#12399



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#12399



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 around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

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?



#12408



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

I propose we use the \$33m of forecast capex across the entire North Shore to upgrade or build new community sport and recreation facilities that all ratepayers can use every day. The Council could do better by ratepayers, sell the land, use the funds to invest in developing either a multi-purpose waterfront stadium in Auckland.

4a. What is your preference on the proposal to establish an 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:



#12408



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#12408



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 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?



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Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

the public transport need improving. it is unreliable

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12410



not sure

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)?

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:



#12410



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#12410



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.	
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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?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#12427



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

Support public transport being faster, more reliable. Don't support stopping raised pedestrian crossing and cycleways. I want to see more bike lanes and raised crossings.

2a. Is there anything you would spend more on?

Spend more on keeping pedestrian and cyclists safe. Spend more on public transport being more regular and more accessible

2b. Is there anything you would spend less on?

Car culture and more lanes.

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

Sell it.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Auckland Council should keep assets such as ports and airports, DO NOT sell shares in the airport or port as these are key transport hubs.



#12427



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?



#12427



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.	Support
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.	Support
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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	I don't know
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.	Support
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.	



#12427



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#12427



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

What does "perceptions of safety" mean? Are you actually going to help the people who are homeless or suffering mental illness and get them to safety? Or does this just mean adding more police to the streets? If its adding police presence then no, I dont

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



#12440

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Fix pot holes. Fix stormwater. Fix footpaths properly once . Coordinate road works so that newly laid paths or roads aren't dug up a month later.. Stop wastage.

Improve efficiency eg when applying for consent..stop drawing out the process by several weeks with constant questions..for example arrange a one off meeting with all involved and sort ALL issues at one time.



#12440



Fix what is broken before embarking on new ventures. Basque Park needs a footpath as is impassable in winter. No point building a new park in Wynard quarter until the bridge is replaced.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Stop allowing developers to put 3x number of units on suburban properties without improving stormwater and providing enough off street parking.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Introduce a DAILY capped public transport fee instead of a weekly one as in cities overseas.

There is not enough parking around stations and its not safe or easy to access stations on foot or after dark

I travel west from Newton to Kumeu at 7.30am. I have never seen more than 10 cyclists on the cycleway during my journey despite this being safe and the weather has been good all summer. If cyclists only use this for leisure these cycleways are a waste of money. Make cycle ways user pays . Levy cyclists before more are built.

2a. Is there anything you would spend more on?

More park and rides, better footpaths and streetlighting especially around apartment buildings where many residents dont have cars.

2b. Is there anything you would spend less on?

Cycleways and cost of traffic management . The traffic trucks and cones cause more of a hazard than the one they are supposed to be preventing.

Cyclists dont use cycleways even when the are in situ..eg Tamaki Drive, norwestern motorway.Cyclclusts tell ne its safer to ride on the road than the cycleways!

Raised pedestrian crossings.



#12440



3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

If it is not making a profit then redevelop it or sell.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

This is a matter for financial experts. We want the best longterm return.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Do not lock in to a longterm lease where we have no say in the future development, .it is already agreed that it is in the wrong place. Look at alternative uses for the land.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:



#12440



Whichever option gives the best return

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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	Support



#12440



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).	Support
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.	Support
Re-introduce recycling charges for schools .	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#12440



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#12440



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

Fix what is broken first before embarking on new projects. For example install a permant bridge in Wynyard Quarrter as soon as possible instead of wasting money trying to fix the current temporary one.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Do the basics well and stop wastage.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- As a family member with membership to the Omaha Beach SLSC, I believe surf lifesaving clubs play a vital role in our community, providing essential services to keep our beaches safe. However many of these facilities are reaching end of life and are in need of replacement. Without adequate funding our clubs will struggle to continue their lifesaving work effectively.



#12451



- Without fit-for-purpose facilities that people enjoy visiting, the Auckland region risks losing the volunteers who provide the service, spelling the end of more than a hundred years of vigilance on our beaches.

- I therefore request that Auckland Council allocates \$8.02 million in funding within the Long Term Plan specifically earmarked for the rebuilds and ongoing maintenance of surf lifesaving club facilities, as per SLSNR's Surf 10:20 Capital Development proposal.

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?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

I believe the Super Gold subsidy programme should be removed for the morning and afternoon services in PEAK time only. Super Gold card holders should still be able to travel for free during non peak times.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

With a city the size of Auckland, having a stadium on the North Shore definitely makes sense. The current stadium design though is no longer fit for purpose for any of the codes using it.



#12451



It goes without saying but the ongoing Auckland stadium debate needs to be resolved first, to ensure there is commitment from one (or more) codes to use the stadium location.

The sale of some of the stadium precinct land seems a sensible vehicle to fund the actual stadium development.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

I believe retaining Auckland Council's remaining shareholding in AIAL has far more value than selling this asset for the short term gains, in order to balance the books.

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

A 35 year lease of the port would just continue the industrialisation of Auckland's waterfront for nearly 4 decades.

The port land should be developed into a great urban environment for Aucklanders, New Zealanders and tourists to our country.

All the latest port studies have rightly concluded that the port is unsustainable in its current location, so locking in into a 35 year lease seems ludicrous.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know



#12451



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

The location of these wharves on our waterfront, adjacent to the Britomart precinct, is perfect for them to be used/developed for the benefit of the public.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

As per the adjacent wharves, the Bledisloe Terminal is in a perfect location on our waterfront for it to be used/developed for the benefit of the public.

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.	Support
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual	Support



#12451



<p>programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>I don't know</p>



#12451



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

- With regard to Question 1C, Council has a central proposal that recommends spending more where it is needed most. Surf Life Saving facilities are a critical component of our community. They have served as temporary welfare and community centres, as well as civil defence centres during regional emergencies, including during the Auckland Anniversary flooding and Cyclone Gabrielle.
- Surf Life Saving facilities aren't a nice to have. They are the heart of the surf life saving services and a crucial part of the communities they serve. Allocated funding is essential to ensure the continued operation of the surf life saving clubs and the safety of beachgoers. The amount requested is minimal when compared to the benefit it will have for the region.

Local board priorities

7a. Which local board area does your feedback relate to?

Rodney

Rodney Local Board Priorities

7b. What do you think of our proposed priorities for Rodney in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver new and/or improved playground and play spaces in Goodall Reserve, Te Hana Reserve, Rautawhiri Park and Riverhead War Memorial Park.	Fairly Important
Support communities to develop local community emergency leadership groups and emergency action planning in response to the findings of the Emergency Response Assessment study being undertaken in 2023/2024.	Fairly Important



#12451



Provide additional activities and programmes for children and young people maximising the use of our libraries, halls and open spaces, where possible.	Fairly Important
Continue to support our local arts centres in Helensville and Kumeu and look to extend arts experiences to other parts of Rodney.	Fairly Important
Continue to support community groups and mana whenua to keep our waterways clean and healthy and restore biodiversity.	Very Important
Support the community to minimise waste, turn it into resources, and promote education on waste reduction.	Very Important
Develop and refurbish toilet facilities in Glasgow Park, Dinning Road Esplanade Reserve and Port Albert Recreation Reserve.	I don't know
Develop pathway connections in Green Road Park.	I don't know

Tell us why

7c. What do you think of the Rodney proposed priorities for the 10-year budget 2024-2034?

With regards to initiatives to support community resilience and safety, they should include adequate funding of surf lifesaving facility rebuilds, such as for the Omaha Beach SLSC.

As our local board area is so large, please tell us where you live so we can better understand the views from different communities

Not from the Rodney area

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#12468



Tell us why:

2a. Is there anything you would spend more 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:



#12468



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#12468



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

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?



#12522



Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

Traffic management, including cones hire, speed tables, and raised pedestrian crossings. There needs to be an audit team going around to ensure that cones and signs posted by operators are actually serving the purpose of safety and have not been left on a completed job.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Airport shares and the ports company are cash earners for future generations. You will be selling rights to these earnings now, at less than their true value, to commercial people who DO recognise their worth as income earners. In 1998, Jenny Shipley suggested the proceeds from privatisation of Auckland's assets (except for water and sewage service) could fund a community trust along the lines of the old ASB Trusts. In the 1992 local body elections, the Alliance won the majority on the policy of NOT privatising strategic assets, especially the Ports Company. - Source: Only their Purpose is Mad, by Bruce Jesson, Dunmore Press, 1999._



#12522



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#12522



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	
<p>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.</p>	



#12522



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Ōrākei, Waitematā

Maungakiekie-Tāmaki Local Board Priorities

7b. What do you think of our proposed priorities for Maungakiekie-Tāmaki in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Support community groups and community-led activities by continuing to provide local community grants.	
Building the capacity and capability of local community and sporting groups towards long-term sustainable funding models and independence through our strategic partnerships programme.	



#12522



Empowering community groups and organisations to deliver community events through sustainable funding models.	
Collaborate with mana whenua and neighbouring local boards to protect and restore our waterways through Tāmaki Estuary Environmental Forum and Manukau Harbour Forum.	
Encourage our rangatahi / youth and community to be leaders in climate action. For example, through programmes like Tiakina te taiao and Ope (biodiversity and climate action education programme in schools), Love Your Neighbourhood (environmental volunteer grants) and Songbird programmes (community pest control and biodiversity initiative).	
Support business associations to continue supporting local businesses and ongoing growth, development and liveliness of town centres, including assisting Onehunga Business Associations proposed BID expansion.	

Tell us why

7c. What do you think of the Maungakiekie-Tāmaki proposed priorities for the 10-year budget 2024-2034?

7d. Onehunga Business Association is seeking an expansion of its Business Improvement District programme boundary area. If it is successful, businesses ratepayers and owners located within the expansion area will become members of the Onehunga BID programme and pay the associated BID target rate.

Do you support the expansion of the Onehunga Business Improvement District (BID) programme and associated BID targeted rate?



#12522



Tell us why

I support most priorities

Ōrākei Local Board Priorities

7b. What do you think of our proposed priorities for Ōrākei in 2024/2025?

Fairly Important

More specifically, what do you think of each priority we've listed above?

Complete the seismic strengthening of the Remuera Library	Fairly Important
Progress the Meadowbank Community Centre development.	Fairly Important
Assess the reactivation of facilities at Tagalad Reserve and work towards providing access for the community.	Fairly Important
Continue to work with our many community volunteers to eradicate plant and animal pests in our natural environment, including at Pourewa Valley and in our many beautiful parks and urban forests, and support other environmental activities, for example, the Environmental Forum.	Not Important
Continue local initiatives to enhance neighbourhood connections and increase safety.	Not Important
Fund and support local events to showcase our spaces and benefit local residents and businesses.	I don't know
Continue to engage and better support our diverse communities and organisations, such as Auckland East Community Network and Youth of Ōrākei.	Fairly Important



#12522



Maintain efforts to monitor and improve water quality in our local waterways.	Not Important
Develop options and projects for a community facilities targeted rate for the financial year 2025/2026.	Not Important
Investigate ways to enhance council facilities in Ellerslie to better meet the needs of the local community.	

Tell us why

7c. What do you think of the Ōrākei proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#12522



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Having started Leys Institute project, it must be completed.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

No

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Stop Auckland transport wasting money on raised crossings concrete pavements



#12529



Ridiculous safety plans for roadworks, edge mowing etc.. Get rid of on ramp lights, overdone bike lanes etc

2. What do you think of the transport proposal?

Support most of the 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?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Slush fund open to be autocratic whims cwith no public inpuy

4b. Which option do you prefer for the future of Port of Auckland?



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

No lease as it will block future plans

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Deal to current procurement Rory's. Charged extraordinary prices for public works.
Reduce supply chain.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:



#12529



6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>



#12529



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Cut 20 % staff

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important



#12529



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Too much spending in privileged areas

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

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?



#12552



Do not support most of the proposal

Tell us why:

I would prefer to support more transport proposals as congestion is the greatest handbrake to our economic growth but the reality is that existing budgets restrict us and our efforts are better spent establishing a better funding model before we spend the money

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

New roads. Make the existing roading infrastructure better suited to high density living rather than exacerbating sprawl.

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

we have too many stadiums that work for rugby but fail other activities. Spectators are kept from touchlines by the need for larger style cricket boundaries- I suspect that we should identify sporting needs and tailor facilities to suit and not all of these needs are on a rugby field

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

refer my written submission



#12552



4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

refer my attached written submission. Limiting the Port footprint will limit any lease proceeds while still entrenching an outdated industrial port operation on the most valuable land in NZ. It has to prepare to move but a private sector operator will not be able to achieve this

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Best of luck - its track record of dividends has been next to nothing - most years nothing but when they are they are infinitesimal as a return on the value of 77 hectares of prime CBD waterfront land in NZ's largest city.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

refer my attached written submission

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

I support any reduction in the port footprint but this reduction will impact on any lease value that might be paid so it is a half way step to nowhere i.e. reduced return while retaining an inefficient outdated business operation in the wrong place



#12552



5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

refer to written submission attached. I want as much of the port land returned to Aucklanders for public use as opposed to being locked away behind banks of containers but the phased push back against Port 'occupation' is akin to a death by a thousand knives. We need the reduction of the Port footprint to be phased in line with their complete removal from our downtown waterfront

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.	Support
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.	Support
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).	Support
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.	Support



#12552



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 .	Support
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.	Do not support
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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities



#12552



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

I would like to do more of all of these things but budgets restrict these wishes. My prioritisation however I refer to my attached written submission which recommends an enhanced total council funding model



#12552



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

I wish to present and speak in support of my attached written submission

Alex Sweeney

021 752 692

alexswney@gmail.com



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#12568



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not support reducing investment in cycle ways.

2a. Is there anything you would spend more on?

Investment in electric vehicle charging

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#12568



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#12568



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>I don't know</p>



#12568



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?

Waiheke, Waitematā

Waiheke Local Board Priorities

7b. What do you think of our proposed priorities for Waiheke in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Delivering core council operational services, such as mowing, track and facility maintenance, and the library.	Very Important
Programmes which protect, restore, and enhance the island's natural environment, and initiatives that provide opportunities for community connectedness, capability and resilience.	Very Important
Working with our community and businesses to progress actions within the Waiheke Island Climate Action Plan.	Very Important
Progressing recommended actions within the Waiheke Local Parks Management Plan	Very Important



#12568



and the Rangihoua Reserve and Onetangi Sports Park Reserve Management Plan.	
Working with mana whenua and mataawaka to identify and respond to their needs and aspirations.	Very Important
Capital projects including the Tawaipareira Reserve playground.	Fairly Important

Tell us why

7c. What do you think of the Waiheke proposed priorities for the 10-year budget 2024-2034?

I agree with all the proposed priorities for the 10 year budget.

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important



#12568



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#12578



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Need to improve public transport and act to get trucks off the roads as much as possible. More roads simply increases congestion. We will not solve the problem with more roads rather by better public transport and better rail.

2a. Is there anything you would spend more on?

Public transport infrastructure

The arts

2b. Is there anything you would spend less on?

Management

Keeping salaries at reasonable levels ... not matching the private sector

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

Too complex for a quick response

Needs to be part of an overall Auckland stadium plan

Taking into account local needs

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#12578



Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Airport is a strategic assett

If the policy of not recognising this was followed then the council would have no shares at this point at all

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Council should keep control

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

I don't know

Tell us why:



#12578



Port needs to be kept operational Most important point
 Cargo needs to be rapidly shipped to inland port
 Rail is the way to move the freight
 Double track the rail or use two tiers of rail in the city area
 If the footprint can be reduced all good
 If other n

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

As above transfer if possible

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12578



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.	Support
Re-introduce recycling charges for schools .	Do not support
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?



#12578



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#12616



Support most of the proposal

Tell us why:

Dedicated and safer bicycle and pedestrian lanes would be great, without compromising roads for cars and public transport.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#12616



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#12616



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12616



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?

Ōrākei

Maungakiekie-Tāmaki Local Board Priorities

7b. What do you think of our proposed priorities for Maungakiekie-Tāmaki in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Support community groups and community-led activities by continuing to provide local community grants.	
Building the capacity and capability of local community and sporting groups towards long-term sustainable funding models and independence through our strategic partnerships programme.	
Empowering community groups and organisations to deliver community events through sustainable funding models.	
Collaborate with mana whenua and neighbouring local boards to protect and restore our waterways through Tāmaki Estuary Environmental Forum and Manukau Harbour Forum.	



#12616



<p>Encourage our rangatahi / youth and community to be leaders in climate action. For example, through programmes like Tiakina te taiao and Ope (biodiversity and climate action education programme in schools), Love Your Neighbourhood (environmental volunteer grants) and Songbird programmes (community pest control and biodiversity initiative).</p>	
<p>Support business associations to continue supporting local businesses and ongoing growth, development and liveliness of town centres, including assisting Onehunga Business Associations proposed BID expansion.</p>	

Tell us why

7c. What do you think of the Maungakiekie-Tāmaki proposed priorities for the 10-year budget 2024-2034?

7d. Onehunga Business Association is seeking an expansion of its Business Improvement District programme boundary area. If it is successful, businesses ratepayers and owners located within the expansion area will become members of the Onehunga BID programme and pay the associated BID target rate.

Do you support the expansion of the Onehunga Business Improvement District (BID) programme and associated BID targeted rate?

Tell us why

I support most priorities

Ōrākei Local Board Priorities

7b. What do you think of our proposed priorities for Ōrākei in 2024/2025?

Very Important



#12616



More specifically, what do you think of each priority we've listed above?

Complete the seismic strengthening of the Remuera Library	Not Important
Progress the Meadowbank Community Centre development.	Fairly Important
Assess the reactivation of facilities at Tagalad Reserve and work towards providing access for the community.	Very Important
Continue to work with our many community volunteers to eradicate plant and animal pests in our natural environment, including at Pourewa Valley and in our many beautiful parks and urban forests, and support other environmental activities, for example, the Environmental Forum.	Very Important
Continue local initiatives to enhance neighbourhood connections and increase safety.	Very Important
Fund and support local events to showcase our spaces and benefit local residents and businesses.	Very Important
Continue to engage and better support our diverse communities and organisations, such as Auckland East Community Network and Youth of Ōrākei.	Very Important
Maintain efforts to monitor and improve water quality in our local waterways.	Fairly Important
Develop options and projects for a community facilities targeted rate for the financial year 2025/2026.	Fairly Important
Investigate ways to enhance council facilities in Ellerslie to better meet the needs of the local community.	



#12616



Tell us why

7c. What do you think of the Ōrākei proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Projects and incentives with respect reducing the carbon footprint in Auckland and cleaner waters please. More electric buses and better routing; better footpaths and cycleways. (AT did a great job on Franklin Rd in Freemans Bay) More improvements



#12643



to the wastewater system - Freemans Bay and Ponsonby and Cox's Bay were very smelly this spring and summer

Want more and better maintenance of public spaces. Get contractors who know how to prune plants etc. Why have AT and AC gardeners coming to same area to do things a few meters apart. Freemans Bay's cityscape is suffering

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?

Do not support most of the proposal

Tell us why:

See above - i support cycleways and raised ped crossings.

2a. Is there anything you would spend more on?

see above. You were heading in the 'right' direction - multi modal. Shame central government has thrown out so much

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



#12643



Tell us why:

I understand that this may not be the best from a financial point of view

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

same as above . Also not at all confident that the council will be able to enter into an agreement that benefits citizens now, during and post lease eras

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

I believe Auckland City needs a port - I do not support moving it up north. in your intro you imply that change is needed for a public benefit. My view is the port brings public benefit to the city and country. Need to view any proposals in terms of car



#12643



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

see 5 a

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	



#12643



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?



#12643



Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	I don't know
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

254 P Rd is a very windy site - not sure it is going to be as nice as the beautiful drawings show. I gather the option now for Leys is not the future proof one- I think this is a waste of money. If proceeding get rid of mould.



#12643



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Over the decades politicians have been reluctant to raise rates - I assume they want to get reelected. One reason why we are in the mess we are in - just one reason. Still looking for leadership and vision that will make Auckland a really nice, healthy place to live. We were getting there but central government is sending us backwards. Would like less criticism of AT - not healthy. Wayne should really stop sending so many emails. Cones are signs of progress. More electrification and more money spent in poorer areas to improve living quality



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#12672



Support all of the 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?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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?



#12672



Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#12672



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	I don't know
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	Support



#12672



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important



#12672



Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#12719



Do not support most of the proposal

Tell us why:

Public transport & cycle way should be a priority for less congestion, esp if the city is to cater for more people. Capping fees without compensating revenues for the services won't work.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:

The fund needs to specify clear rules for withdrawals. It could be enabled to accept donations.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12719



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
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#12719



<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>Support</p>



#12719



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#12719



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Restore St James theatre (at least the exterior) and Leys Insititute

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12725



Reduce spending, at least temporarily, on 'nice to do' programs (e.g. festivals such as Matariki, Diwali etc) or projects that can be deferred. Cease or reduce spending on social programs that are central government responsibilities.

2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12725



Tell us here:

If a private company can make a profit and pay a lease, then POAL should be able to provide a better return. The long lease would severely reduce options for port management. A private company would potentially strip off or run down council assets and sell them, as happened with NZ rail

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

I do not agree with proposals for a stadium on the waterfront, or other activities that do not need to be in the coastal environment



#12725



6a. What do you think of these proposals?

<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#12725



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#12725



Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

The Leys Institute building makes an important contribution to the heritage values of the area and is at risk of vandalism and further deterioration.

I believe that council should pull back from social programs that should be a central government responsi

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Leys Institute progress

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

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?



#12760



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

Effective decarbonization and long term sustainability of transport in Auckland requires immediate and extensive investment in a safe and convenient public transport, walking and cycling network. The proposals do not go nearly as far as required at this crucial stage

2a. Is there anything you would spend more on?

Road safety, including speed management and raised pedestrian crossings that save lives. Cycleways. Public transport infrastructure and services.

2b. Is there anything you would spend less on?

Consultation.

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

it is a good facility being run badly

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

short term thinking does us no good



#12760



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

would be very expensive we can't afford this luxury just now.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:



#12760



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#12760



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#12760



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Agree with implementing the Greenways plan, neutral on others.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Maybe look @ the biggest expenses and assets to find savings, justification for its purpose and benefit to region to find more effective ways to reduce the burden on ratepayers.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12776



Buying an asset or product that does not pay for itself and makes a profit within 12-18 months of purchase and has the ability to continue to be profitable without council funding.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Transport network needs to be better. For a major city our network is the worst.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

Building assets that cannot service at least 75% of operating expenses is an endless pot of wasted money.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

Whichever gives a better ROI. Profit exceeding expenses without burden on taxpayers.



#12776



4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Same as 4a answer

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Funding operating costs of POA

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

If this area is essential to goods coming into Auckland vs goods transported to Auckland at higher cost to Aucklanders increasing the cost of living then I'd rather keep this as POA.

5b. What option do you prefer for Bledisloe Terminal?

Other



#12776



Tell us why:

As above

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Other</p>



#12776



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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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?

Honestly haven't had a chance to read it and only given this survey on 27/03/24 so cannot answer this properly.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#12795



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Remain the port of Auckland would be under the Auckland council and make a profit to the Auckland Council, and New Zealand Government.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#12795



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 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	



#12795



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 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?



#12795



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): Freemans Bay Residents Association

Local Board: Waitemata

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?



#12802



Tell us why:

2a. Is there anything you would spend more 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:



#12802



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#12802



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 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#12802



Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

The Keys Institute is an asset that assists five of the seven WLB priorities listed above. Auckland Council has a very expensive asset (the Less Institute building) and it must now spend the money required to repair and seismic strengthen the building. It



#12802



7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

For Parks and Events. Higher rates. More cycleways.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12825



Roads.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

More cycleways and pedestrian protection. Also fund AT to get it together.

2b. Is there anything you would spend less on?

Cars.

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

It benefits rich people, more important things to invest in.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

I don't have much of an opinion, but the funds should be reinvested into community development, and sustainable transport modes. If it's just to get rid of debt, it's stupid.



#12825



4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

If you do reinvest it into better initiatives.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?



#12825



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#12825



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important



#12825



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

Ponsonby and Parnell doesnt need the primary investment. Focus on areas that are actually deprived and need greater help.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Need to reprioritize.

8. Do you have any other comments?

Need to make Parnell Road more accessible. There is ruined concrete along bus stop near St Georges Bay Rd that is difficult to traverse for disabled people. Poor lighting along Parnell Road makes it dangerous at night due to recessed doorways. Shop



#12825



entrances are also inaccessible due to stairs. I got chased home by a crackhead who hid in the dark at the nearby Holy Trinity Cathedral, that needs to be lit better too.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable): Beca

Local Board: Waitemata

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?



#12882



Tell us why:

2a. Is there anything you would spend more 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:



#12882



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#12882



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

rapid transport networks

infrastructure investments

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#12942



Eden Park costs in preference for a long term investment in a well connected and well located venue

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Less sure about charging for park and ride parking; will it deter people from using the buses

2a. Is there anything you would spend more on?

strengthen public transport links to the airport, separate worker traffic heading to the neighbouring industrial area to improve travel times for actual travellers

2b. Is there anything you would spend less on?

the average cost of improvements - ie more cost effective improvements

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Enable better utilisation of the current facilities - it feels unloved and underutilised.

4a. What is your preference on the proposal to establish an 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:



#12942



I don't agree with selling the AIAL shares, but I do believe that holding, added to with other long term investments (eg POA, commercial developments of council land), would provide a better base for supporting the long term infrastructures of Auckland. Rather than selling shares to fund gaps in the budget, the capital fund and support and even be borrowed against to fund longterm strategies (not short term strategies)

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?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Self-insurance, though a cost saving on insurance costs which are rising, would detract from the opportunity for the Future Fund to be the backbone to long term infrastructure Investment - keep the Fund for long term projects that would not otherwise be supported by annual budgets, don't muddy the Fund it with subsidising annual budget issues

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.



#12942



Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

Transfer if the Council can see worth in moving Eden Park facilities to this site (though I prefer the suggestion of Quay Park and not clutter the waterfront further); or if the council can unlock further asset value creation for the Future Fund by enabling a commercial project that gives better return to the Future Fund than the POA does for this site.

Whichever way, rail must be increased in use compared to roading for trucks to service the POA areas.

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.	Support
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.	Support
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).	Support



#12942



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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#12942



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important



#12942



Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Improve the lived-experience of this ward for residents, as well as for workers and visitors. The CBD in particular is not just a space for workers and entertainment patrons, but also a place to acknowledge and encourage quality residential experiences in neighbourhood facilities.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#12961



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I support making public transport faster and more reliable but do not support stopping raised pedestrian crossings and cycleways as these are critical to reducing emissions and congestion

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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



#12961



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Support



#12961



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	Support



#12961



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important



#12961



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#12977



Support most of the proposal

Tell us why:

I do not support stopping progress on cycleways and projects that deliver increased safety for pedestrians and other active modes.

2a. Is there anything you would spend more on?

Active modes infrastructure and pedestrian safety

2b. Is there anything you would spend less on?

Projects that prioritise driving

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#12977



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Aucklanders and our visitors deserve more waterfront enjoyment. Wynyard is such a great example of a pleasant area to enjoy. I would, however, want to see different names for the wharfs that better reflect the diverse people of Auckland.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#12977



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	



#12977



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#12977



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I support all the priorities outlined but in particular the progress of the LPMPs for our parks, particularly Victoria Park which much remain an open space for all to access and enjoy, not be turned into a vacant lot to be used a few times a year by a handful of men.

8. Do you have any other comments?

Local boards must be adequately funded in line with their decision-making. They must also receive quality advice to the same high standards as the governing body.



#12977



Local grants are not mere administrative processes. They currently lack quality advice, financial and governance oversight for such large budgets.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do more

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?

to remove all traffic calming and have one speed limit for built up areas and one motorway speeds.



Suggest rates increases capped to inflation.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Do not support rapid transport systems.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

I believe the best option

4a. What is your preference on the proposal to establish an 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:

we need get the current level of debt down.

4b. Which option do you prefer for the future of Port of Auckland?



#12998



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

best option but for 25years.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Any future fund should be locked into paying debt.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

to keep jobs for Aucklanders



#12998



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.	I don't know
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.	I don't know
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
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.	Support
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.	



#12998



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#12998



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

I support increasing funding for increase in connectivity and reliability of Public Transport Infrastructure. This includes iprojects that contribute to increasing the frequency of buses, reducing travel time by adding priority lanes and better connecting the public transport infrastructure by road, rail and water.



#13004



I support Auckland Council making active modes more accessible, completing a safe cycling network across Auckland, increasing micromobility devices on Auckland roads, subsidising e-bikes and making streets safe for walking.

Specific Transport Projects that I would be prepared to pay more for:

- Bus Improvements, Corridor Transit Improvements (priority lanes), Eastern Busway, Northwest Bus Improvements, Surface light rail rapid transit network (starting from City Centre to Mt Roskill, with further expansion to northern and northwestern corridor), Urban Cycleways Projects, and any projects aimed at reducing cars on the road and increasing shared allocation of roads to cyclists, pedestrians, cars and public transport. More planning should be undertaken to prioritise reducing congestion on roads at capacity via moving people from private vehicles onto Public Transport and active modes.

I also could consider paying more for water quality, climate action and natural environment targeted rates and programmes.

I would be prepared to pay more for increasing the use of renewable energy in our city.

I support increase in the blue-green spaces across Auckland, protection of our urban forests, continuation of programmes such as the Live Lightly, Different Dinners and other community led programmes for sustainable living. I also support protecting city's biodiversity, increasing the social wellbeing of Aucklanders and making spaces visually appealing by increasing ecological corridors.

I am keen to see more of a circular economy in Auckland, waste minimisation achieved through resource recovery centers, improved waste solutions, food scrap bins services. If I pay more, council should also allocate funding to better respond to climate change effects, improving our emergency response of the city and creating awareness of climate risks in the future.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

I would like council to consider deprioritise all projects that are not aligned with Auckland's Climate Plan and Auckland Plan 2050. I am worried we are not doing enough to reduce the long-term climate impacts on Aucklanders and the world. I am also worried that the money is not being optimally spent in the city's development.

I believe I could be paying less for road maintenance and building of new roading infrastructure that is exclusively aimed at increasing cars on roads. Any projects that do not highlight shared road space usage and any infrastructure projects that have high carbon emissions could be stopped or deprioritised.



#13004



I also believe that car parking projects should be prioritising only near public transport networks, all other car park projects should be stopped or deprioritised.

Although there is value in road improvements, these could be less of a focus for roads with low traffic volumes such as the Puhoi/Waiwera district and Drury road improvements.

For any investments made into building improvements such as town hall upgrades, unless absolutely necessary, I could be paying less for it. I would also pay less if suggested design is not low-carbon and energy-efficient.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I would like to see further prioritisation of cycling infrastructure projects, shared space allocations and more public transport. I support making the network safer for all modes and increasing usage of sustainable modes.

I would like more alignment between various transport/water/utility infrastructure maintenance projects to ensure that temporary closures are most leveraged and more jobs are undertaken at once.

I would like to see more innovative, cheap solutions to making transport infrastructure more connected, multi-modal at a faster rate than currently promised. I would like to see low-carbon solutions throughout our infrastructure developments.

I would also like to see public transport significantly improved within the next 2 years. This could include subsidies, weekly unlimited usage pass at a set value, ability to attach bikes to buses and carry on trains and ferries, ability to carry pets on buses.

2a. Is there anything you would spend more on?

Sustainable modes of transport, low-carbon solutions, increased resilience of transport network in areas around hazard zones that also have large communities living near it. More integrated infrastructure planning that enhances higher capacity of travellers on existing networks, improves safe access to utilities, amenities, blue-green spaces and essentially mixed land use neighbourhoods.



#13004



2b. Is there anything you would spend less on?

Road renewals, increasing space on roads for cars 'exclusively', and any projects that have been identified as not aligned with Auckland's Climate Plan and Transport Emission Reduction Pathway.

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an 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?

Invest in the proposed Auckland Future Fund

Tell us here:



#13004



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>



#13004



<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>Support</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?



#13004



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#13004



<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	<p>Fairly Important</p>

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

The local board could have priorities around reducing consumption-related emissions of household and businesses through local initiatives. This could include increased access to bike network, access to local produce, seasonal produce, providing local amenities and reducing need for travel, improving access to park spaces for recreational activities, promoting sustainable living, creating awareness around sustainability and circular economy to reduce usage, and thereby wastage.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

N/a

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13035



Less Cycleways and guttering and speed humps/bumps/raised speed tables - differently no humps at Stop light crossings.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Agree mostly with 3 points above (with includes) unknown other points and answered in 1D /Reduce the time limit on major road bus lanes/Set to peak time only -Don't consider Khyber past bus lane as a all day peak Hour, reverse to peak Hrs only-not during business day.

2a. Is there anything you would spend more on?

N/a

2b. Is there anything you would spend less on?

Widening roads with cycleways -widening only with good footpaths for cyclists.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct,Other

Tell us why:

Put money the waterfront stadium

4a. What is your preference on the proposal to establish an 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



#13035



Tell us why:

Council needs the funds/ less overheads and costs if gone.

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:

The Lease owner pays running costs.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

N/a

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

N/a

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Renting/leasing the space will pay for itself.



#13035



5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Renting/leasing the space will pay for itself.

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>Do not support</p>



#13035



Re-introduce recycling charges for schools.	I don't know
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Keep Pay as throw service, but when they receive Bins, pay with rates. No separate bin charging.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities



#13035



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

City's need decent libraries .. Save funds for other better financial times.



#13035



7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Some is ok, but spending funds in Hard times not a good idea- Reduce staffing not add more-that's madness .

8. Do you have any other comments?

Re the proposed congestion changes:: only at peak Hrs 06.00-09.00am /16.00-19.00 ..

Re open Bus lanes that are currently non peak Hr.

Slash funding for Cycling lanes and stop funding cycle NZ .

No Bin waste charging in proposed two weekly pick up cycle 2026.

More thought given to road closures all at once in same area as with i.e. Westmere.
Spread over time in case there are unexpected delays as it has turned out.



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): Auckland War Memorial Museum

Local Board: Waitemata

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?



#13047



Tell us why:

2a. Is there anything you would spend more 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:



#13047



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#13047



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Improve disabled access generally and especially footpaths

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13048



Do not support even more sports stadiums, more sports facilities for public use

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

More public transport is essential

2a. Is there anything you would spend more on?

cycleways and raised crossings

2b. Is there anything you would spend less on?

Roads and the new harbour crossing

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

it is not used and presumably wastes money

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Not logical to have a fund when Council has debts, pay down the debts



#13048



4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Council should retain control of Port of Auckland but sell 49% along the lines of Port of Tauranga

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

The port is essential to the wellbeing of the Auckland region and profits should be used to fund services

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

The port is essential to the wellbeing of Auckland

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



#13048



Tell us why:

The port is essential to the wellbeing of Auckland

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>



#13048



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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#13048



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	As proposed

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?



#13072



Support most of the proposal

Tell us why:

I do not support road congestion charges. I support stopping anymore cycle lanes, speed bumps, raised pedestrian crossings, and any other traffic "calming" initiatives.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

This is a major asset to the North Shore residents - especially for concerts or sporting events.

4a. What is your preference on the proposal to establish an 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



#13072



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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.

Support



#13072



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>I don't know</p>



#13072



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#13072



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

I am against the implementation of all "traffic calming" measures such as speed bumps, cycle lanes, raised pedestrian crossings, congestion charges etc. Aucklanders have not asked, or been asked, for this.

Also, please end inappropriate gender ideology indoctrination targeting our youth in libraries as I am dead against the sexualisation of children.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#13085



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

I value cycleways

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Keep the shares

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#13085



Tell us here:

leasing the port is a bad idea. Keep it and make it perform.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

it is income-use it. I spend mine

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

we have enough cafes and restaurants on the harbour

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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

Support



#13085



<p>the protection of native ecosystems 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 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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Do not support</p>



#13085



Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important



#13085



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

perfect

8. Do you have any other comments?

auckland council is a competent organisation delivering great services at reasonable cost. AT is another story



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?

Supporting rainbow story time in libraries and any Rainbow tick events.



#13093



2. What do you think of the transport proposal?

Support all of the 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?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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:

We need to make better use of our assets.

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:

Making good use of our assets



#13093



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#13093



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13093



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#13093



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Must we take into account seismic strengthening of Leys Institute given the low risk of earthquakes in this region? Seems that risk is exaggerated. Everything is a trade-off. Better to use the building than have it fall into disrepair through lack of use.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do less

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?



#13102



Support all of the proposal

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

Cycle ways, traffic mgmt, speed humps

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

Redeveloping stadia is not a council strength and will negatively impact the local community in the short term

4a. What is your preference on the proposal to establish an 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:



#13102



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Would love more waterfront usage for the public

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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.

Do not support



#13102



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13102



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?

You should have spelt out the key changes to the revenue and financing policy in this survey rather than requiring respondents to flick through 98 pages to find it

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#13102



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

Safety has to come first - as a city centre resident I'm frustrated that "nice to have" initiatives are getting funding at the cost of our safety. Our MP Chloe Swarbrick has done nothing to advocate for our needs in this space and we are reliant on Council

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

What are they?? Please improve the user interface of this survey for next year eg include hyperlink to the relevant t page - impossible to find the info quickly while completing survey on mobile

8. Do you have any other comments?

Improve accountability and consequence management please.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Investing n cultural events, high quality social housing,, more urban parks, more public transport. Geberal beautification and community building.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13105

Less roads, more public transport.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not support less pedestrianiaayion and cycling. I support more.

2a. Is there anything you would spend more on?

More on pedestrian and cycling paths. More on ferries.

2b. Is there anything you would spend less on?

Less on roads and car spaces.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

By all means keep a future fund but do NOT SELL assets to top up the future fund.

I propose thst the future fund he used as a Sinking fund where a %age of rates and special events are put into a Future Fund.



#13105



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

An absolute disaster for pur strategic security and wealth to let any offshore group to take control of any strategic asset. Ever.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

A percentage could go to the future fund. A long with a %age of all earnings.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

There needs to be an undertaking thst onmy rail is used to move freight from the remaining wharves

5b. What option do you prefer for Bledisloe Terminal?



#13105



Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Auckland absolutely needs a strategic asset such as a port for all manner of reasons.

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.	Support
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.	Support
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).	Support
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.	Support
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	Support



#13105



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 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
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#13105



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

Auckland City centre is a very important gateway to the rest of the city and nNew Zealand. It's home to a very High density population of many cultures, and age groups from children to elderly. The city needs to be safe, besiriful and pedestrian friendly

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

I think the Board needs keep a very intense focus on the needs of a modern city centre, on access to the hsuraki gulf, on safety and on its residents. Cars need to be removed from many streets. Our parks are crucial.



#13105



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council 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?



#13148



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)?

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

This is mad to give this asset away for the next 35yrs

At an up front payment, we will loose the profit of nearly 15years .

I definitely do not support this.



#13148



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

To invest and insure we can use this for larger cruise ships.

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.	I don't know
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual	I don't know



#13148



<p>programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>I don't know</p>



#13148



6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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?

Don't sell the ports

Keep the initiative team that are working so hard there now and the returns will continue to grow and Aucklanders and the council can slowly enjoy this benefit.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

free public transport or at the very least keeping the half-priced for under 25s and other disadvantaged communities. this will make using public transport more accessible and therefore more desirable



#13156



I think there should be more of an investment in a surface light rail rapid transit network. the first rail which would be very necessary could be from the City Centre to Mt Roskill, and then further expansion to Onehunga, Māngere and other transport corridors such as the North-Western and Northern corridor. Any busway development along the North-Western corridor should be future-proofed for surface light rail upgrades. work over the last ten years, reflected in Auckland Transports Auckland Rapid Transit Pathway 2023 report, has shown that to effectively address Auckland's congestion issues we cannot rely only on a bus network. The most busy bus corridors in Auckland city are already reaching capacity, and the 2024 long-term plan should reflect that reality.

as well as this, I support Auckland Council having autonomy to control their own transport priorities. An “Auckland Deal” provides the means for the central government to support Auckland Council's priorities, rather than the other way around. A surface light rail network would provide opportunities for growth, development, and productivity in the city. I believe this should be included in the “Auckland Deal” with the central government. I urge Auckland Council and the Mayor to make the development of a surface light rail network, starting with the City Centre to Mt Roskill line, a priority in such a deal.

i would also like to see Increased resources for Māori-led projects, Climate action/prioritisation, such as low emission public transport (electric), walking and cycling infrastructure, urban ngahere, food/communitygardens etc and also More public exercise facilities and outdoor Green spaces

no reductions of staff

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?

Support most of the proposal

Tell us why:

I do not agree with the third point about stopping previously planned initiatives, such as some raised pedestrian crossings and cycleways. these work toward providing safer ways to get around the city In a more sustainable way than a private vehicle.

this plan also does not include investing in surface light rail rapid transit network. there should be commitment to surface light rail along the City Centre to Mangere corridor,



#13156



starting with a City Centre to Mt Roskill line. as we do not have surface light rail in these areas, we can not try and help with Auckland's congestion issues because projected growth in these corridors would require higher capacity transport modes like surface light rail.

i support investment in public transport. We are in a climate emergency, which means we need to see a lot of action ASAP to reduce emissions. Transport makes up over 40% of Tāmaki Makaurau's emissions, this is a good place to make more sustainable transport for emission reduction for the city. Auckland Council needs to disincentivize private vehicles, and provide better public transport options so that people will choose them regularly. when public transport is better, council should implement a congestion charge.

i support the 50% electrified buses by 2030 plan and somewhat support the public transport fair cap but think it should be lower especially for young people, students, people with a disability and more vulnerable groups.

2a. Is there anything you would spend more on?

cycleways, to have a safer and more sustainable option of transport and also getting people out of cars helping with congestion. i think we should spend more on making sure that all public transport is affordable, accessible and convenient so it will seem like the best option to take which is another way to reduce congestion.

I would like to see Auckland Council spending more money to implement a surface light rail network, with a City Centre to Mt Roskill line constructed as a first priority. we can take inspiration from the design work done by Auckland Transport and Waka Kotahi on surface light rail which was done before 2019. therefore we don't have to start from scratch and it will allow any work to be fast tracked with only small updates and improvements needed. From this stage I would support expansion of surface light rail, like what is proposed in Auckland Transport's Auckland Rapid Transit Pathway 2023 report. The line should be expanded to Onehunga and Mangere, and later on to other transport corridors such as the North-Western or Northern corridors, upgrading any busway infrastructure. Staging the development of the network in this way ensures it remains affordable for Auckland citizens and is practical to build.

the issue around Congestion is a huge issue in our Auckland city that costs Aucklanders both their time and money. It limits our growth and potential. Consistent mahi done over the last ten years has proven we cannot only rely on our bus network in our busiest corridors to address our cities transport problems. Surface light rail will give us a higher capacity solution that is affordable, deliverable, climate friendly, and



#13156



will connect communities in Tāmaki Makaurau. It gives us a plethora of economic benefits that will create jobs and help businesses while improving our streetscapes to making Auckland a better place for everyone to live.

2b. Is there anything you would spend less on?

fewer roads and road expansions/ widening as they dont help with congestion but just incentivise people to use cars thinking it would be faster because not enough funding has gone toward public transport and cycle lanes

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

im not happy wth the future fund unless its ethical and supports aucklands strategic objectives. for expame climate resisilence and affordable house.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#13156



its important to have an ongoing revenue stream

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

self-insurance may not be sufficient to cover costs after a disaster and might leave Auckland with very little if another disaster hits.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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

Support



#13156



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	I don't know
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.	I don't know



#13156



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Auckland Council is failing to make solving climate change a priority and is not taking steps to urgently reduce emissions. because Auckland Council is Aotearoa New Zealand's largest council meaning they are responsible for our biggest city, Auckland Council has a crucial role to play in helping the nation meet our climate obligations. We also need to ensure action is taken to protect our unique natural environment and the species which live here. this is one of the reasons I do not support recycling charges in schools, as it does not make it easy and accessible to do the right thing for the planet.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
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#13156



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

there needs to be more prioritisation for climate-friendly solutions so that we can care for the planet that we live on. shared community spaces both outdoor and indoors are very important and staff should not be overworked and under-resourced. some library



#13156



hours should also be longer and more charging spaces spread through them should be looked at.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More investment into climate resilience. I would a clearer outline of how the council intends to do this.

More investment into more resilient and accessible neighbourhoods. More rapid bus lanes and a more connected city bike system. More bike friendly streets.



#13187



Help create more density in the isthmus.

Help plant more native street trees and look for opportunities to plant more regeneration projects in parks where there are under utilised grassed areas.

Further investment into local board community and arts facilities. Look for opportunities to create more local initiatives such as bike repair communities, community workshops, and tool libraries.

No more cuts to libraries.

Immediate action taken to clear calerpa to minimise its spread

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less selling of council assets.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I am a cyclist and my community has a lot of cyclists in it. We have had a lot of accidents and close calls due to a lack of dedicated or cycle friendly networks in Auckland city. We also all have stories of how cycling in Auckland scares people and that is what stops them cycling.

Making cycling more accessible in the city will increase cyclists just as the introduction of electric bikes has increased the amount of people cycling

2a. Is there anything you would spend more on?

Cycle lanes. Rapid bus lanes

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know



#13187



Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Establish the fund with the capital raised by leaving the port and looking at selling off the chamberlain golf course, or at a minimum half of the land. Look at other council owned golf courses as a possible asset to reduce in size

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?

Continue to use it to fund council services

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?



#13187



Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Invest into more housing

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

More housing

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13187



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.	Do not support
Re-introduce recycling charges for schools .	Do not support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#13187



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important



#13187



Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

There is an opportunity to create more community initiatives through a investing into a wider range of local community initiatives. For example another branch of the tool library, A community Bike repair group like Tumeke. Better access to community trapping groups

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Cuts that don't involve front line services

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Big salaries



#13193



2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

Double number of buses

2b. Is there anything you would spend less on?

Road cones speed humps pedestrian crossings

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Do this when you sell or lease the port

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



#13193



Tell us here:

Current situation a shambles

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Do both

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Do not support



#13193



<p>the protection of native ecosystems 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 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.</p>	Other
<p>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).</p>	I don't know
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know



#13193



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know



#13193



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

First and last initiatives look entirely unnecessary in these times

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Don't reduce bin collections or other front line services. Plenty of other ways to cut costs by the looks of the survey so far.

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Do more for the environment to reduce carbon emissions.

Better public transport.



#13207



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less management of Water Assets and move them to be managed centrally in the Local Water Done Well project.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We need more cycleways and better public transport.

2a. Is there anything you would spend more on?

Cycleways, electrification of rail, better bus services

2b. Is there anything you would spend less on?

Roads that continue the sprawl. We don't need more roads!

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:



#13207



This feels like the first step to privatisation, and we don't have visibility into what other assets might be sold.

Sell the remaining shares but put that money into public transport links.

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Lease the operation of the port but put that money into public transport

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I don't believe in the Auckland Future Fund

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?



#13207



Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

This prime real estate could be developed to be a much better thriving waterfront like Wellington or Sydney. Currently the port takes up too much room and isn't bringing joy to the public.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>



#13207



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waiheke, Waitematā

Waiheke Local Board Priorities

7b. What do you think of our proposed priorities for Waiheke in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?



#13207



Delivering core council operational services, such as mowing, track and facility maintenance, and the library.	Fairly Important
Programmes which protect, restore, and enhance the island’s natural environment, and initiatives that provide opportunities for community connectedness, capability and resilience.	Very Important
Working with our community and businesses to progress actions within the Waiheke Island Climate Action Plan.	Very Important
Progressing recommended actions within the Waiheke Local Parks Management Plan and the Rangihoua Reserve and Onetangi Sports Park Reserve Management Plan.	Fairly Important
Working with mana whenua and mataawaka to identify and respond to their needs and aspirations.	Very Important
Capital projects including the Tawaipareira Reserve playground.	Fairly Important

Tell us why

7c. What do you think of the Waiheke proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?



#13207



Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Can't really see what all these operating costs are going to. Would like to see continued development of public spaces and improved transport links.



#13207



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitematā

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

It will never be cheaper than now for us to pay more for climate resilience and protecting and enhancing our environmental taonga. Council needs to accurately cost and fund its existing policies in this regard. Very little is being funded to achieve the outcomes in Te Tāruke-ā-Tāwhiri, yet we know what impact/costs the recent flooding



#13210



had on Tāmaki Makaurau. We should maximise our debt and rates to achieve these outcomes, along with aligned policies. We need long term planning and funding to go hand in hand, and lock it in. The political fluctuations around funding one, three and 10 year planning is madenss, we somehow need to ensure we are not at the mercy of boomers (myself included) who wont be here to see the devastation their selfish and short sighted penny pinching is causing. Council also needs to stop copping out with aspirational goals on significant externalities - e.g zero waste 2040. The reason we have these goals is because the science tells us were screwed if we dont achieve these targets. Thats going to take money and behaviour change.

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?

Support most of the proposal

Tell us why:

Stopping the cycle lanes and raised pedestrian crossings is just pandering to the current government and some members of the Governing Body. We have seen the true costings on the raised crossings and they are a drop in the bucket to the other costs. Cycle and walking networks are critical. Anything we can do to stop our dependency on cars should be prioritised for all the obvious reasons - emissions, congestion, safety. I use the bus and train service exclusively, but you need dramatic increases in public transport use to reach our climate goals, again we are just not doing enough, it requires complex planning and consistent funding at levels that will ensure we incentivise public transport/walking and cycling routes over cars. PT has to be so good you just dont want to use your vehicle because its cheaper, faster, accessible, comfortable and on time.

So again maximise our debt and rates to make this happen, and again it will only become more expensive and climate impacts will also make these things more expensive the further we delay bold PT initiatives.

2a. Is there anything you would spend more on?

See above



#13210



2b. Is there anything you would spend less on?

Anything that incentivises or prioritise car use, particular single short term trips.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

I dont have any expertise in this area but my thoughts: I am not happy with either, from a climate perspective I dont support investment returns from the Ports or the airport. But I also understand we need.a buffer for future climate shocks. I dont have the answer, but also the future fund could be volatile and climate disasters dont wait for funds to mature. I feel like even though I am not a christian we are reaping what we sow.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#13210



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Do not support</p>



#13210



for next year than previously planned. This reduces this rate 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).	Support
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.	Support
Re-introduce recycling charges for schools .	Support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#13210



Maintain the NETR and WQTR. I feel we are not doing enough in terms of water quality, We surely need more funding for separation projects and is the interceptor still being funded through to Point Erin? Again we should ensure these funds are integrated with other environmental priorities and long term projects like Making space for water. I would want funding from the WQTR to be at levels and duration that complete the Central interceptor, the eastern isthmus programme and Southern Catchments Alignment Programme and all other currently funded programmes.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#13210



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

I dont know much about the details of these, but I am not really interested in promoting heritage places if it a euro-centric approach. You can improve perceptions within the city by ensuring its a vibrant, 24 hour city with lots going on. Please lets hav

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Public transport and active modes

Parks and Community

Climate mitigation and resilience action



#13218



Nature Based solutions

Auckland Climate Grants and the Live Lightly Programme which can fund community-led programmes to empower people to ride bikes for transport

More investment for local boards: enabling them to better deliver on local climate action plans and local transport priorities

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less large projects (infrastructures and roads)

Less investment on road transport

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Wanting increased investment in cycling infrastructure and maintenance. Investing in cycling has benefit-cost ratios of anywhere from 10:1 up to 25:1

Support for more pedestrian crossings and increased maintenance of our footpaths

Support for "Dig Once": aligning delivery of transport projects with delivery of other infrastructure such as water improvements, to reduce costs and disruption overall.

That Auckland Transport could leverage road renewals and maintenance for quick fixes that make streets safer for walking and cycling every time a road is repaved, repaired or repainted.

Support for multi-modal trips: such as the proposed \$50 weekly cap for public transport, bikes on buses, more investment in train services, and whether or not you support light rail

Let Auckland Council know you want them to advocate to Central Government and Waka Kotahi for a lane on the existing Harbour Bridge to be reallocated for walking, cycling, and wheeling.



#13218



The UN for Environment recommends 20% of our transport budgets are towards walking and cycling but Auckland Transport typically allocates under 1% of our transport budget on cycling – note how we are massively underinvesting!

Auckland Council's commitment to the Transport Emissions Reduction Pathway, and Te Tāruke-ā-Tāwhiri, Auckland's Climate Plan.

2a. Is there anything you would spend more on?

Cycleways!

Safe cycle infrastructure, accessible for all kinds of bikes, that get people where they want to go. More end-of-ride facilities for all kinds of bikes, more repair stations along key routes, and better, more regular maintenance of pathways throughout the city. The sooner this stuff is in the ground, the better off our city will be.

A safe, connected cycle network can be delivered fast and affordably by reallocating road space and using pop up protection like concrete or rubber separators

Low traffic neighbourhoods

More greening the cities

More greenspace

More nature based solutions

More climate actions

2b. Is there anything you would spend less on?

Less on Auckland Transport roading project

Spend less on road widening for projects, and instead reallocate road space for delivery of walking, cycling, and public transport networks, creating an overall more efficient, affordable, and climate conscious transport network

Less on road maintenance

3. Which options do you support for the North Harbour Stadium?



#13218



I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

establish an Auckland Future Fund and ensure the fund is sustainable, support low carbon, climate resilient and equitable solutions.

This can be established with the AIAL funds but not necessarily. It is a great idea to future proof Auckland if it is done properly

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Leasing the port for 35 y lock any operation for another 35y.

A port is a great asset for commercial activities (better than an airport)

It would be better to reclaim some of the carpark and prevent the import of cars through the port while encouraging other imports more essentials for Auckland Region and developing rail freight

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#13218



Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Leasing the port for 35 y lock any operation for another 35y.

A port is a great asset for commercial activities (better than an airport)

It would be better to reclaim some of the carpark and prevent the import of cars through the port while encouraging other imports more essentials for Auckland Region and developing rail freight

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Whatever is done is better than this huge carpark.

However future use must be done considering climate risks and making sure that it is contributing to low carbon economy

6a. What do you think of these proposals?



#13218



<p>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.</p>	Support
<p>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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	



#13218



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Ensure the fees, revenues and financing policies are sustainable and align with a cost on carbon.

In favor of more Targeted rates for specific polluting activities or specific roads around residential developments.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
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#13218



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Please encourage more Active Modes, cycling lanes (through existing roads) as well as improved tree coverage (blue green network) to ensure that we deliver a sustainable area for all



#13218



8. Do you have any other comments?

Council Controlled Organisation Accountability Policy should be changed to ensure that Auckland Transport is hold accountable for the budget they receive and the project they deliver. Delivering better, faster cheaper in line with climate action is a key priority (reduce our GHG emissions).



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Council support - increase council staff wages and salaries

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



Less expenditure on contractors and private 3rd party suppliers.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I support increased investment in some areas as proposed but strongly oppose the proposed decisions to defund and stop so-called 'low-value' transport pedestrian and cycling initiatives.

2a. Is there anything you would spend more on?

Council needs to invest more in safe, accessible, and appealing active transport infrastructure, such as cycleways.

2b. Is there anything you would spend less on?

I demand that Auckland Council allocate stop any and all funding towards new roading projects that prioritise private vehicles as the primary mode of transport.

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:



#13225



AIAL shares are strategic investment for Council - will miss out on better revenue/dividends that it would otherwise receive.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

POAL operations are strategic service and operation that must be kept under council group ownership. Dividends/revenue is increasing and by privatising the operations, Council is selling off a key revenue stream for a short-term sugar hit.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

See above

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Oppose the AFF concept

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:



#13225



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
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	Support



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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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
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#13225



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Support greater intensification for housing, more apartments, less heritage and urban-height restrictions



#13225



8. Do you have any other comments?

Consultation period timeframe too short - needs to be longer. Questions are framed in biased and misleading way particularly Q1



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Better public transport and reduced emissions

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



No core asset sales (I'm okay with airport share sale or port lease as long as it's reinvested in public transport or emission reduction)

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We need to do more. The city is grinding to a halt. We need to invest heavily in public transport NOW to turn this ship around. The economic benefit alone will justify the debt for the investment

2a. Is there anything you would spend more on?

Public transport. More electric trains and more rapid buses / light rail. More park and rides to support the above

2b. Is there anything you would spend less on?

Roads that continue the sprawl. Its proven that this just produces more congestion. Let's go up not out!!

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

We already have enough stadiums. More intensive housing with supporting amenities next to the northern busway must make sense?

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



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Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Is this the first stealth step to privatisation? These assets should be sold but proceeds should immediately be reinvested in desperately needed public transport, three waters and emission reduction projects. The social returns of these projects will far outweigh returns from the Future Fund

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

I'm happy with a lease as long as proceeds are reinvested in public transport, three waters and emission reduction projects where the expected social and economic returns are high

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

We need to accelerate investment in public transport, three waters and emissions reduction. The cost of congestion, sewerage in harbours and growing carbon emissions far outweighs financial returns investing in a future fund

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

An off balance sheet solution for Watercare should be supported to lessen the burden on Auckland Council and improve Watercares performance by economic regulation and having to stand on its own two feet. IFF should also be employed to accelerate



#13233



housing infrastructure and therefore development. Finally further cost savings should be sought across Council group from back office functions

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

This is premium land that has higher value use than a port. This should be part of a broader strategy to slowly reduce the port land occupied by POAL

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Same as above

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Do not support</p>



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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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	I don't know
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

N/A



#13233



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important



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Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

Strongly support improving safety in the city centre. Other than that would prefer council focus on investments in public transport, three waters and carbon emission reduction across the city (wherever it is needed most)

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Same as above. Improve safety and homelessness. Otherwise focus on other priority areas for the city

8. Do you have any other comments?

Thanks for all that you do. Please start focussing more on the longer term rather than protecting current ratepayer interests. This mean urgent investment in public transport, three waters and emission reduction. This should be funded through rates rises, more debt and asset recycling!!



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More tree trimming and ensuring the roads are clear of obstructions and fix some of the slips in a more systematic approach out west. Small to large

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13253



More homeless out of the city into somewhere else. CBD is becoming hostile and dirty

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Good idea and taking initiative to fixing issues

2a. Is there anything you would spend more on?

Subsidies public transport removing the need for as many cars on the road

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Look at other options where it could go maybe somewhere more central in the shore

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Loss of control and will be a big loss for the city



#13253



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:

Rather keep the air port shares and lease the port due to all the deaths and injuries and would be a headache gone for sometime

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Less rates rises and better for residents

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Good change to the city

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



#13253



Tell us why:

Good balance of the city with the other ports not only reliant on rail and trucks blocking roads more

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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	Support



#13253



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
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#13253



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Remove the masses of homeless from the city centre

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Q Theatre acknowledges the challenges that are faced by Auckland Council, and that finding a solution will be difficult. As an organisation, we would be thrilled for the positive impact a Pay More, Get More scenario may hold for the arts, culture, and creative communities, but we are also comfortable with the Central Proposal if status



#13255



quo remains (inclusive of CPI increases), aside from a necessary increase regarding our building maintenance. More info for this scenario is provided in question 4d.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

The most detrimental outcome for Q and the arts, creative, and cultural sector would be a Pay Less, Get Less scenario. With so much fragility in our ecosystem, which includes Q, any reduction to baseline funding will seriously impact on our ability to support the industry as well as deliver on our KPIs and outcomes.

2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:



#13255



4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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

I don't know



#13255



<p>the protection of native ecosystems 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 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.</p>	I don't know
<p>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).</p>	I don't know
<p>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.</p>	I don't know
<p>Re-introduce recycling charges for schools.</p>	I don't know
<p>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.</p>	I don't know
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know



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Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	I don't know
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know
Phased delivery of improvements for Heard Park.	I don't know



#13255



Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	I don't know
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

As an organisation that is at the heart of the CBD and Waitematā Local Board region, we feel strongly about safety within the city centre. We feel that we make a valuable contribution to the Mayor’s revitalisation plan for mid-town as we sit squarely in t

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

As noted in the "tell us why" of question 7b, we love that there is an emphasis on community safety and wellbeing. We know we can be a part of delivery for improved perceptions of safety within the city centre, as we are already doing. We also love the proposal to seek opportunities to promote and celebrate heritage places in Waitematā, including making digital content and accessible place-based stories. With our own brand communications and the stories we are hosting on our stages from Tāmaki Makaurau artists already, we are sure we can uplift this priority.



#13255



8. Do you have any other comments?

Since Q opened its doors in 2011, it has held more than 5,000 performances and sold over 790,000 tickets, and we have an ambitious goal to increase our ticketed attendees to 100,000 per annum. We consider ourselves kaitiaki of Q - Tāmaki Makaurau Auckland's home of independent performing arts. Every world class city has an independent mid-sized theatre like Q where local culture is championed, and we have been recognised as probably one of the best mid-sized theatres in NZ (four times winner for the EVANZ Venue of the Year Award).

Regarding our position within parks and community and the main points listed within this category for a central proposal:

"Continuing a shift from a traditional asset focus to a service focus, so that council can better adapt to changing community needs and improve funding sustainability" AND "A greater focus on growing partnerships"

^ Q was founded through a partnership with Auckland Council – our entire journey as an organisation in the last decade already demonstrates a service focused partnership, one in which we are excited to continue deepening, strengthening and growing.

"Continuation of the already budgeted \$700 million operating budget to support council investments to deliver differently"

^ Again, a Pay More, Get More scenario would of course help achieve that in terms of the potential for increased support across all of our streams of current funding, but we are diversifying our revenue sources on our end as well, so with increased support in the building maintenance stream, we could manage with the status quo indicated in the central proposal (inclusive of CPI increases) and our strategy is focused on that successful outcome.

We also, in return, make a valuable contribution to the Mayor's revitalisation plan for mid-town as we sit squarely in the arts precinct. Our activity drives improved activation of the precinct and helps make it safer (especially in the evening) and a more desirable destination within Auckland.

Finally, Q delivers great value to Auckland Council and we can operate the theatre more cost effectively. For example, Council's funding (about \$1 million) is 30% of Q's operating costs (about \$3 million). That \$1 million of funding leads to \$6 million of turnover at Q for the arts community and Auckland in the CBD.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

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?



#13271



Support most of the proposal

Tell us why:

stop previously planned initiatives (cycleways / raised pedestrian

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

capped transport passes

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:

help to decrease rates



#13271



4c. If the council group continues to operate the Port of Auckland how would you prefer 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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Do not support
Resume the Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual	Support



#13271



<p>programme operating and interest costs. This ensures that we can continue to fund the water quality improvements in harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	Support
<p>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.</p>	Do not support
<p>Re-introduce recycling charges for schools.</p>	Support
<p>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.</p>	Do not support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Do not support
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	Do not support



#13271



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden, Waitematā

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Not Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Fairly Important
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Fairly Important
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Not Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to	Not Important



#13271



investigate what the long-term library solution might be and how we will fund it.	
Working with the community on activations in the Mt Albert Civic Square.	Not Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Very Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

Other

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#13271



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#13283



2. What do you think of the transport proposal?

Support all of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Auckland airport is a great investment to keep into the future

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#13283



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Better train investment for goods is needed anyway so less use at port is fine

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Support



#13283

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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Do not support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	Support



#13283



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important



#13283



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Not Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Sport and recreation facilities

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13285



Stadium developments

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Support developments to improve public transport but no more roads.

2a. Is there anything you would spend more on?

Public transports

2b. Is there anything you would spend less on?

Building new roads or motorways

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

North Harbour Stadium is a white elephant with little benefit to the sporting community or the wider community. Sell some land, retain some land and invest any revenue into community sport.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:



#13285



I support the concept of the Auckland Future Fund but I do not support selling any further AIAL shares.

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:

Ownership of the land must stay in Council ownership but if it is an option between selling the port operation and selling the AIAL shares, I would retain the AIAL shares.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

I think the Auckland Future Fund concept appears sound.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



#13285



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.	Support
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.	Other
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).	Support
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.	Do not support
Re-introduce recycling charges for schools.	I don't know
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.	Support



#13285



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

It was unclear what the proposed changes to aquatic and leisure services so difficult to comment.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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#13285



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

I would rather see a centralised strategy for library development between Leys Insitute, Grey Lynn and Pt Chevalier rather than 3 separate developments.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

They seem like odd priorities.



#13285



8. Do you have any other comments?

Support for the \$35 million sport and recreation fund.

I would like to see more investment in Council's aquatic and leisure facilities - as there does not appear to be any investment programme but many planned developments of libraries and community centres.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Surface Light Rail from the city centre to mt roskill, onehunga and mangere.
- More should be done about densifying urban centers
- more for the climate and transport emissions reduction plan.



#13301



- Council staff are already overworked without more job cuts and stretching an already overburdened workforce. More council staff should be hired to help them do their jobs effectively.
- Would like to see more done for community building and resilience including funding for community groups that work on antisocial behavior and belonging.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Council should stop allowing development in productive green fields where there is no infrastructure and instead densify urban development in the areas that already have services.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I support most parts of the proposal including increased funding for rapid transit programs. I was disappointed to see Surface light rail was not included in that.

I support "time of use" charging, improving bus and train capabilities, and a weekly cap on public transport fees.

2a. Is there anything you would spend more on?

I want to see Auckland Council spending more to develop a surface light rail network, with a City Centre to Mt Roskill line constructed as a priority. There has been significant design work done by Auckland Transport and Waka Kotahi on surface light rail pre-2019. Adopting these plans will allow any work to be fast tracked with only minor updates and improvements needed.

From this stage surface light rail should be expanded, such as what is proposed in Auckland Transport's Auckland Rapid Transit Pathway 2023 report. The line should be expanded to Onehunga and Mangere, and eventually to other transport corridors such as the North-Western or Northern corridors, upgrading any busway infrastructure. Staging the development of the network in this way ensures it remains affordable for Aucklanders and is practical to build.



#13301



Congestion is a major issue in our city that costs Aucklanders time and money. It restricts our growth and potential. Consistent work done over the last decade has shown that we cannot only rely on our bus network in our busiest corridors in order to address our cities transport issues. Surface light rail provides a higher capacity solution that is affordable, deliverable, environmentally friendly, and will connect communities in Auckland. It provides a plethora of economic benefits that will create jobs and help businesses while improving our streetscapes to make our city a better place to live.

I would like to see more being spent to avoid cutting bus routes and reducing funding for walking and cycling. Actives modes of transport are an integral part of a functioning transport network.

2b. Is there anything you would spend less on?

I would avoid any unnecessary spending on road widening, especially when that space could be used for active transport modes and bus lanes which are more efficient and moving people around the city.

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The airport shares are a strategic asset that has paid good dividends in the past and will again in the future.

There are currently no ethical parameters for the Future Fund, so it might invest in companies that exacerbate the climate issues that the fund is designed to address.



#13301



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

We would lose control over a key part of our waterfront and the income from its profits (\$52M last year). The proposal may also lead to worse outcomes for workers, and higher costs for New Zealand businesses and consumers. We are concerned also that there will not be sufficient maintenance and modernisation in the latter years of the lease, meaning Aucklanders would have to bear these costs.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I don't support a reduction in vital council services.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

If a future fund is set up, at the very least I would like to see ethical parameters around not investing in arms or fossil fuels.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#13301



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>



#13301



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#13301



Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I would like to see more for climate emissions reductions and not just resilience/adaptation. Street trees and strengthening community are important.



#13301



Surface Light Rail, please!

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do less
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

think more constructively, we have big bills for a growing city and country but all councils have this problem, only one way to solve, most countries have Stamp duty. it applies to land, it is not a hindrance but a growth tax. totally no tax ductable. it was removed from nz by farmers, most farms are now investor owned, the great kiwi ripoff. remove transport, building and water from councils divide auck city into 5 value areas



#13330



the tax on land size. the hole country into 9 commitment area and if run ell and democratically 20 ys will male a beautiful nation the last few years of weak central govt has been an embarrassment.we need strength just do it. look at Denmark's stamp duty, look at Australia states get it going home owners and business people will soon get used to it, ist homes under 750k exempt etc

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

look at above, with this in place we could do more and do it well

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

as for my first submission stamp duty covering transport, water and building

2a. Is there anything you would spend more on?

i dont believe electric vehicles are here long term be careful

i live on a local road 35 yrs that has become a rat run for trucks save money trucksover 8 ton laden should be banned from local roads, SAVE MONEY

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

A

make it an introductory ground for young sports people to get a first taste of a good grounds and facilities.

B



#13330



maybe a women only venue, women sport booming

c

put up 30 table tennis tables and have a completion. think outside the box

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

not everyone in Auckland is fit and healthy Please get this though to auckland transport I have approx 6 weeks to live, with myeloma

i will not get to see any results to my submissions please please let my family benefit from wise strong decisions

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

i am too tired to continue

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:



#13330



5a. What option 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.	Do not support
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.	Support
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).	Do not support
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.	Support



#13330



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 .	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities



#13330



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Not Important

Tell us why

the Police are in charge of safety leys institute has always been an untidy dump inside the are bigger priorities



#13330



go to italy by a plastic glass of beer sit i town square in evening with good company
no drunks no violence

**7c. What do you think of the Waitematā proposed priorities for the 10-year budget
2024-2034?**

poor

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- surface light rail
- community resilience
- climate change adaptation and transport emissions reduction



#13331



- hire more council staff

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?

Support most of the proposal

Tell us why:

support the time of use charging, walking and cycle shared paths, extending RTN

2a. Is there anything you would spend more on?

- surface light rail
- more walking and biking

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?



#13331



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#13331



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	



#13331



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#13331



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

More funding for the arts



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Auckland Council should do more to

- complete the Auckland cycle network and reduce DSI on Auckland roads.



#13338



- ensure compliance with existing bylaws, including proactive measurement and management of noise, pollution and anti-social behaviour.

- to realise Te Taruke a Tawhiri / Climate Plan and Transport Emissions Reduction Plan (this will result in savings over the long term).

-improve community resilience, which is partly planning and infrastructure, and partly building community networks.

And incentivise more development in the existing urban area close to transport links, perhaps by making it cheaper to get consents, and to connect to water infrastructure in existing suburbs. This would significantly reduce costs on the council over time.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Council should stop enabling housing at the edge of the city where there is no infrastructure. We need a compact city to grow a strong economy, a lower carbon future and better services for residents.

Council should also stop subsidising free parking

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not support stopping construction of raised crossings or cycleways. This will result in more deaths and injuries on our roads and fewer people choosing to walk and cycle. It will make congestion worse.

I do support:

-completing the City Rail Link

- improving bus, rail and ferry networks for more reliable service

- funding new cycleways, raised crossings and improved pathways

- "Time of use" charging

a "room to move" programme to review parking in critical areas and increase revenue from parking and Park & Rides.

- 50% electrified buses by 2030



#13338



- expanding the rapid transport network (RTN)
- a weekly \$50 cap on public transport fares

2a. Is there anything you would spend more on?

- Completing the cycle network
- safety improvements around schools
- surface light rail

2b. Is there anything you would spend less on?

- Road widening - make use of existing corridors for multi-modal travel
- Subsidising parking

3. Which options do you support for the North Harbour Stadium?

- Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

- Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The airport shares are a strategic asset that has paid good dividends in the past and will again in the future. I am concerned that the fund would be whittled down in time in a reactive way rather than being used strategically to transition to a low-carbon and resilient economy, and city.



#13338



There are currently no ethical parameters for the Future Fund, so it might invest in companies that exacerbate the climate issues that the fund is designed to address. Investing in a non-ethical fund may jeopardise council's access to low-cost infrastructure loans via Green Bonds.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Leasing the port would privatise it for a generation or longer. Aucklanders would lose control over a key part of our waterfront and the income the dividend. The proposal may also lead to worse outcomes for workers, and higher costs for New Zealand businesses and consumers.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#13338



It will open up more of the waterfront space for public enjoyment and events. Cruise ships could be relocated from Queen’s Wharf, meaning less impact on ferries and a more enjoyable space.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

It would be hugely expensive and environmentally damaging to move port operations from Bledisloe Wharf, and the port would be less able to return a dividend to council.

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.	Support
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.	Support
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).	Do not support
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.	Support



#13338



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 .	Do not support
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities



#13338



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?



#13338



Completion of the Greenways network and closing the gaps on the Waitematā cycle network needs to be a priority to provide more options to travel safely for local trips and to school

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Bring top drawer international art exhibition that are not dress shows!, to Auckland Art Gallery or other visual arts entities in Auckland. It's cheaper to pay more to see these than travel elsewhere to see them. Cultural offerings are by far the most important part of our city.



#13343



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?

Tell us why:

2a. Is there anything you would spend more 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:



#13343



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#13343



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

No I don't want to pay more

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

No



#13376



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

I don't have a car so I want to see better public transport

2a. Is there anything you would spend more on?

No

2b. Is there anything you would spend less on?

No

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#13376



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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

Do not support



#13376



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	Support



#13376



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

Albert-Eden, Waitematā

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Very Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Very Important
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Fairly Important



#13376



Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Very Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Fairly Important
Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Very Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

It's good to me

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



#13376



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

I agree with those

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Better public transport service, more reliable too. Invest in lightrail. Desperately need to bring in more major events, the "only 5 concerts a year rule" Eden Park has is a joke - we want to see the likes of the Auckland 9s return and international concerts! More cultural festivals too, and funding for sports organizations. Being better prepared for



#13403



emergencies too, the Auckland Anniversary floods was a sh1tshow from the mayors office.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less roads. Less car-centric infrastructure.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Still needs a bigger focus on public transport, it's the way of the future. Don't listen to the old boomers, building more car lanes doesn't solve anything - there's evidence that shows more cars will just take up that space. AT needs to be started again too, so inefficeint and poor at communicating train/bus delays etc. The weekly cap is a great idea too. Bring back the half price fares for under 25s too - this is due to be scrapped and should be kept going, people like me will opt of PT if it gets just as expensive to drive anyway.

2a. Is there anything you would spend more on?

More bus and train services. The weekly cap is a great idea too. Bring back the half price fares for under 25s too - this is due to be scrapped and should be kept going, people like me will opt of PT if it gets just as expensive to drive anyway.

2b. Is there anything you would spend less on?

Less roads, less roadworks, less cars on the road.

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is,Change the operational management

Tell us why:



#13403



Keep the stadium but management has to change. Bring in more events, concerts etc. Use it as a hub for the likes of NRL. It's underused as home of NZ Football, a minority sport over here, a lot of people don't know we have a stadium there or don't care much to watch a team ranked 103 in the world. This has to change.

4a. What is your preference on the proposal to establish an 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:

Do it - we only own 11% or something now anyway, not enough to have a say or provide long term gains. Future Fund would be great for things like an extended viaduct area at the viaduct, whether that's a new stadium or something else

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Sell the port. Leasing would restrict any future development down there, and the place is an eyesore - so uninviting for visiting tourists.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

Sell the port completely, then use those dividends between new development and the AFF

4d. Do you have any feedback on any other part of the proposal?



#13403



Tell us here:

Sell the port! Build a new are at the viaduct, potentially a new stadium

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

As throughout, sell and provide better public benefit. Like a stadium or new downtown area for food, drink, leisure etc

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

As throughout, sell and provide better public benefit. Like a stadium or new downtown area for food, drink, leisure etc

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13403



for next year than previously planned. This reduces this rate 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).	I don't know
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.	I don't know
Re-introduce recycling charges for schools .	Do not support
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.	Support
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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#13403



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important



#13403



Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

Agree with most priorities but would love to see a bigger commitment for events/festivals/major sporting and concert events

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Climate change mitigation - more spending on public transport, supporting density, and critical public services.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13500



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Support funding for public transport, do not support restricting funding for cycleways and other critical active mode/ safety investment such as raised crossings.

2a. Is there anything you would spend more on?

Meeting the targets set in the transport emissions reduction pathway.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

I don't support divesting assets - this seems short sighted to pursue a short term gain while running higher financial risks in future.

4b. Which option do you prefer for the future of Port of Auckland?



#13500



I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

I am concerned about the flooding and inundation risks of low lying city centre areas.

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

I am concerned about the flooding and inundation risks of low lying city centre areas.

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

Support



#13500



<p>the protection of native ecosystems 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 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.</p>	<p>I don't know</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>



#13500



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	
Economic and cultural development	Do more
Council support	As proposed

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?



#13531



Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Cycle lanes, more regular, reliable busses

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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?



#13531



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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	Support



#13531



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).	Support
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.	Do not support
Re-introduce recycling charges for schools .	Do not support
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.	Support
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 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?



#13531



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



#13531



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?

Sort out Auckland Yransport wastage, unnecessary signage , road cones etc



#13591



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

Unnecessary road signage, and other Unnecessary road hanges

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Don't agree with selling off assets

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council



#13591



Tell us here:

Don't habd off control of key assets.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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.

Do not support



#13591



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13591



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#13591



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Invest heavily in proper underground MTR subways like what you get in Hong Kong and Tokyo,

Bullet train style linking Auckland CBD to Hamilton CBD.

Use trains more to freight and transport from ports.



#13601



Parking facilities at park and rides in urban areas so it's easy to use trains or bus systems.

Most importantly absolutely ZERO TOLERANCE for public transport cancelling busses and trains. This should never ever happen.

Or building more highways that are multi tier. Eg:- a second tier highway over SH1 that's only for cars and bikes. Freeing up the lanes below for truck and public transport use that free flows.

Also if your going to build a road build it 2-3 lanes wide the first time don't build it 1 lane then go through the continual upgrade and widening a few years later.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Stop wasting money on having multiple traffic trucks out. All road works are to be done at night. There should be no reason this cannot be planned properly that any road works that need to be under taken are all done at night with zero disruption during the day. This costs businesses and people loss of time and money.

Stop wasting money of consultation fees and red tape. If it needs building, build it. It vital for infrastructure do it.

By the time you spent years of time and tears on running consultations etc by the time 8 or 10 years later your ready, the project is 10x more then it could have cost.

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Cycle ways are a waste of space and resources for the population we have. We need fast public transport do that it actually gets used.

2a. Is there anything you would spend more on?

More well networked train systems, busses and ferries. You sort this out the roads free up.



#13601



Roads free up more speed on cargo and the day to day worker. Efficiency is key. Keep It simple stupid. Do the basics well everything else falls into place

2b. Is there anything you would spend less on?

Cycle lanes, trying to cap how high buildings csn go.

More people in areas mean more usability for services and public transport. More people use this then costs are spread out more equal lower fees.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Move it out and build a major transport hub or train hub here with more high rise apartments shops and business. The land is hardly used we have better stadiums for this.

4a. What is your preference on the proposal to establish an 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?

Other

Tell us here:

Move ports to northland, develop into financial Hub and apartment living, but retain full ownership of the land.



#13601



4c. If the council continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Ship by train to Auckland

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Move it faster this can be achieved quicker than 15 years.

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

Do not support



#13601



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	I don't know
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.	Do not support
Re-introduce recycling charges for schools.	Support
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.	Do not support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	I don't know



#13601



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

Waitākere Ranges

Waitākere Ranges Local Board Priorities

7b. What do you think of our proposed priorities for Waitākere Ranges in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Initiatives to support community resilience and safety.	I do not support most priorities
Progress priority actions from the Waitākere Ranges Local Climate Plan (currently under development).	Not Important
Restoration and enhancement of significant ecological areas on local parks and in buffer zones around the regional park.	Not Important
Operating grants for arts and culture programmes delivered by our community arts partners, such as Te Uru.	Fairly Important
Continue to activate library spaces with programmes, services and events.	Not Important
Operating grants to support Glen Eden and Titirangi Community Houses.	Not Important



#13601



Invest in our relationship with mana whenua, Te Kawerau ā Maki.	Not Important
Initiatives to support youth/rangatahi.	Not Important
Progress an application for Waitakere Ranges Heritage Area to become a dark sky place.	Very Important

Tell us why

Not Important

7c. What do you think of the Waitākere Ranges proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More investment in frontline service staff. Preventing a less is more mentality when it comes to serving Aucklanders face to face. The less staff have to engage with Aucklanders in a meaningful way causes less engagement for Aucklanders on the whole.



#13608



The work council does in arts, communities, libraries, venue hire, and parks helps Auckland's see the value the city brings. The less we spend on this the more Aucklanders devalue it.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

No. Investment is key to long term planning. A deficit mentality for the long term only hurts us for the long term.

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Public transport in the long run saves costs. Investment in public transport walking and cycling reduces our reliance on cars and will lead to alleviated stress on our roads allowing for better prioritised use of roads for those who need it like those with accessibility issues and commercial needs.

Public transport requires investment. And it needs people who know what to do about it from a local perspective which are local councils rather than central government.

2a. Is there anything you would spend more on?

Electrification of bus fleet earlier.

Congestion charges for central city.

2b. Is there anything you would spend less on?

Roading projects where the business case ratios don't add up.

Having Auckland Transport as a cco. It feels like double handling and extra admin for a lack of control.



#13608



3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

It's not an area I have much interest in. Or knowledge.

4a. What is your preference on the proposal to establish an 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:

There is a need for further investment in the future of Auckland and to have a way of ensuring that funds are increased.

I do worry about risk and also that the fun is saved for a rainy day but could easily be used up.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I am inherently hesitant to suggest that privatisation will lead to better results or that it will increase any sustainability aims for the port.

It also pushes out any choices we have of using that land for other reasons.

Seems a loss loss for not a whole lot of gain

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



Continue to use it to fund council services

Tell us here:

I would love to think that reinvesting would be great but it doesn't stack up and seems to affect rates increases too much.

The benefit to the Auckland future fund if we keep the port in council control and not lease it isn't that great.

As I've voted to not lease the port I would prefer the funds be used for council services.

If the port is leased then I might think differently. But I don't want it to be leased

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

More waterfront for the public to enjoy.

Doesn't seem to affect port operations as much

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Due to our need for the ports money it would be ill advised to make decisions that would limit the lease or financial operations of the port.



#13608



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>



#13608



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important



#13608



Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

Love the idea of improving library services. I think more investment needs to happen for frontline staff and services. There is too much of do less with less mentality when it comes to frontline. This is the space where Aucklanders engage with council and the better it is funded the better Aucklanders can be engaged and feel good about the work council does. The best advocates for council work are council staff.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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?



#13617



Support most of the proposal

Tell us why:

More emphasis on public transport to incentivise less driving. A second harbour crossing NEEDS to be initiated ASAP - knowing it'll take 10 years until it's done

2a. Is there anything you would spend more on?

As above

2b. Is there anything you would spend less on?

Less unnecessary roadworks in CBD

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

Under-utilised space, but still important for the north shore to have a flagship venue. Hopefully better management means it's used properly moving forward

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

Concerned about this being abused / not being used transparently

4b. Which option do you prefer for the future of Port of Auckland?



#13617



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

Not sure it should be the priority of a city council to run a port - hold onto the land and get someone else in to run the business side

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

Waterfront stadium as an option?

6a. What do you think of these proposals?



#13617



<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	



#13617



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	I don't know



#13617



Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More native biodiversity protection incl. weed and pest control; reconsider whether VENTIA is an appropriate agency to manage contracts for Council parks and reserves management. Do not delay the introduction of new or

enhanced discretionary services, or reduce offerings to environmental/



#13620



sustainability education programmes (eg support for school engagement on environmental issues) in order to contribute to council savings.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less investment in yesterday's technology eg. roads for cars

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Continue with cycleways; they have multiple benefits.

2a. Is there anything you would spend more on?

Connect all cycle and walk-ways and integrate them with public transport.

2b. Is there anything you would spend less on?

cars and roads

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

Any development should keep the land in public ownership; make money by leasing operation of the stadium.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#13620



Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Keep the airport shares; they are a long-term asset and investment.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

The port and its operation belong to the public and should not be passed to private operation.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Other

Tell us why:



#13620



Transferring the port land and wharves to create waterfront residential or commercial buildings does not provide benefit to the public, only to private individuals or businesses. The only appropriate outcome of land transfer to the council would be to cre

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

As above - transfer only if 'something else' is public space, not private residence or commercial enterprise.

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.	Support
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.	Support
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).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	Support



#13620



businesses and raises the share paid 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.	I don't know
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I could not find any details of information in the plan proposal on charges for recycling in schools, or the Rodney Drainage District rates

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#13620



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Not Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important



#13620



Tell us why

The plan suggests a commitment to prioritise environmental initiatives to protect and care for our environment and mitigate the effects of climate change; however these do not feature in the list of priorities. A listed priority should be the support of c

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

I fully support the commitment to prioritise environmental initiatives to protect and care for our environment and mitigate the effects of climate change. In addition, I support the local board progressing with phase 2 of the Weona-Westmere walkway management plan, including removal of large seed-source weed trees and surveying the boundary to allow safe community group access to carry out ongoing weed and pest control.

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More cycleways and active transport funding.



#13623



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Don't spend money on widening roads for cars. More room for cars = more traffic and less safety for walking and cycling.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Support making public transport faster, more reliable and easier to use. But think you need to also keep some routes even if they are not high usage to provide access for more people.

And think you should prioritise getting pedestrian lane over the harbour bridge NOT bike ferries.

Also the public transport fare cap should be daily (\$10?) not weekly.

Also you shouldn't be stopping or scaling back any of the planned cycle infrastructure.

2a. Is there anything you would spend more on?

More money on cycleways.

More money on fixing up and widening footpaths. Should be safe and easy to get around in a wheelchair or with a pram.

More money on Surface Light Rail to the airport.

Get on with the Symonds St and New North Road upgrades.

2b. Is there anything you would spend less on?

Less money on dealing rural roads.

Less money on widening roads or making any extra space for cars. Spend that money on public transport or active transport.



#13623



3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

Seems like it needs a change.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Support the future fund but would want Auckland Council to keep its AIAL shareholding and voting rights and influence.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Locking into a 35yr lease seems to lock us in to keeping the port there.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:



#13623



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Great public space potential. The port needs to move.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

There are so many better options than the sea of cars it is used for now.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13623



for next year than previously planned. This reduces this rate 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).	Support
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.	Support
Re-introduce recycling charges for schools .	Do not support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#13623



Rates rises here are still far less than everywhere else and are starting from a lower point than in many other places. Don't be scared to raise rates if it's to invest in things that will make the city better and save people money (eg cheaper transport options) and save the council money in the medium to long term.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#13623



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

I'm keen for you to improve safety, but not sure that just improving the perception of safety is quite the same.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

I think there are some key things missing in your priorities. I think helping the city centre become somewhere families can live and work and play should be key. More playgrounds and spaces for kids. More low traffic and walkable neighborhoods. Wider footpaths with space for prams or wheelchairs.

8. Do you have any other comments?

More funding for local boards in general is needed. But think the increased weighting for deprivation index is a good idea.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Rapid decarbonisation of transport - increase in infrastructure for active modes, increase in traffic calming measures, more public transport, fewer roads for cars. Many more fully functional cycleways including the many that are planned but unfunded.



#13653



More spend on the natural environment including protection and promotion of our natural biodiversity.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Own fewer (or smaller) golf courses

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Cycleways. The overall cost of cycleways is very small but they provide large benefits. It is not sensible to cut funding to these as many have been planned for years and are "shovel ready".

2b. Is there anything you would spend less on?

Road corridor projects except the Lake Rd project. Any roading project that will increase the number of cars. Any project that will increase the speed of cars in built up areas. Any roading project that will increase risk of injury or death by car.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

current stadium setup is not good or well used.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Other



#13653



Tell us why:

PLan for a transfer of the bledisloe terminal by adding significantly the rail capacity so that goods can be efficiently moved via that means.

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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	Support



#13653



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

There should be a lower fixed costs on rates bills and that should be made up with have charges based on property value. Undeveloped land - or land that is undeveloped relative to its development potential - should be rated much more highly than it currently is to encourage development.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#13653



Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Not Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Increase and improve biodiversity protection including pest control via higher NETR, Enhance protection of our natural capital through land management, legislation/regulation/policy. Support public transport more, increase service frequency



of buses/trains. Bring back bike lane proposals, to help make cycling safer and more accessible for all.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Smaller or fewer golf courses. Less or no road building.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Public transport proposals good incl capped fairs.

2a. Is there anything you would spend more on?

Reinstate pre-existing cycleway construction (good for environment, health, climate, social, etc). Devise additional low-cost cycleways - so long as they are well designed and improve safety.

2b. Is there anything you would spend less on?

Do not continue with road corridor projects for except for Lake Road.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Not working as current, not well used.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#13664



I don't know

Tell us why:

A Future Fund makes sense but I dont support how it is being proposed.

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?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

makes sense



#13664



5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:

More work/planning/analysis needs to be done to offset likely increased road traffic/emissions/congestion/construction costs on this option. e.g develop infrastructure (e.g. rail) to support transport of goods into Auckland efficiently.

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.	Support
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.	Support
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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support



#13664



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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Reduce fix portion of rates, make up with property valued rates. Land that is undeveloped, or undeveloped relative to its development potential, should be rated more highly.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities



#13664



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	I don't know
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	I don't know

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?



#13664



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

I am in favour of continuing Council support and expansion of public transport. Implement congestion charging. Plant more trees, Develop more green water catchment areas to control flooding. I am prepared to pay higher rates for these projects.



#13672



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Spend less on major events promotion and subsidies. This includes sporting events. Hire fewer consultants, thereby, reducing the large spending on ever more reports.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I support public transport and network optimisation. I do NOT support reducing raised pedestrian crossings or the build out of protected cycleways.

2a. Is there anything you would spend more on?

I would spend more on raised pedestrian crossings, enforcement of reduced 30kph speed zones, red light cameras, congestion charging and the build out of protected cycleways. I am a car owner and driver. I like my car but cars, whether they are moving orderly, fast or slow. We need fewer cars on the road to allow service and delivery vehicles to move about Auckland easier and with less productive time lost to vehicle congestion. Long term the NW motorway needs separated/dedicated bus lanes.

2b. Is there anything you would spend less on?

Spend less on new roads that induce more single occupant vehicle traffic.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:



#13672



4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

I believe the 11% holding in AIAL is a strategic asset and revenue source now and in the future for Auckland Council. While I recognise that investment diversity is desirable I do NOT favour setting up an Auckland Future Fund or reducing further the AIAL share holding.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Long term the Council has an opportunity to get greater returns on POAL operation of the port. This has already started under the new management and includes a greater emphasis on safety. Despite the good intentions regarding operations written in to a 35 year lease my own experience in long term leases/franchises would say the outside (foreign?) operator will gradually turn their back on commitments (promises?), the Council and the Community. This will be particularly true in the later years of the lease.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I am not in favour of the proposed AFF.



#13672



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

I am wary of complete self-insurance as the leaky building crisis may not be the last major liability the Council faces. With successive Governments requiring councils to do more and more without providing financial support Council is caught between a rock and a hard place. Stop allowing building in future flood plains. Do NOT sell more AIAL shares. Do NOT sell or lease the port land or operations.

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

Do NOT cripple or hamper port operations by restricting the area(s) of operation.

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.	Support
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	Support



#13672



<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 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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#13672



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I believe the City Centre Residential Targeted Rate should be increase 5-10% to better fund projects that benefit city centre residents.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important



#13672



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

I am particularly supportive of getting on with the Leys Institute work. It is an important Auckland community resource gifted to the Council to maintain and nurture. The longer we wait the more deterioration will set in raising the cost to get the job

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

Leys Institute returned to community service. Great! More city centre activities for the elderly, disabled and children. Waitemata Board needs to join the support for a city centre primary school.

8. Do you have any other comments?

The talk of Government returning GST paid on Auckland rates is a good idea. Put more Councillors as CCO Board members to help CCO accountability.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#13676



Support most of the proposal

Tell us why:

cycleways need to continue

2a. Is there anything you would spend more on?

cycle paths & across harbour bridge

2b. Is there anything you would spend less on?

raised pedestrian crossings

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

valuable community facility

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

dont sell airport shares

4b. Which option do you prefer for the future of Port of Auckland?

I don't know



#13676



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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.

Support



#13676



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>I don't know</p>



#13676



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



#13676



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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): AGEFC (Auckland GE-Free Coalition)

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Protection of non-GMO food production and of natural environments from contamination and risks of Gene Editing

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13688



Stop socialised risk of Gene Editing/GMOs on ratepayers . instead, ensure users of gene trchnology are liable and have insurance/ funds to cover remediation/ comlensation for harm

2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:



#13688



the AGEFC memebers have diverse views on all these matters and can submit as individuals. this is an organisation submission specifically saying the LTP needs to budget \$400 k over 4 years for matters of magementbnt of Gene Technology

4c. If the council group continues to operate the Port of Auckland how would you prefer 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?

Other

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Other

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.

Submission to the Auckland Council 2024-34 Plan

From Auckland GE-Free Coalition (AGEFC)

[REDACTED]

AGEFC is a community network of Auckland ratepayers and environmental groups concerned for the regulation of genetic engineering.

The community concern is to protect natural environments, prevent genetic contamination and harm which exposes council to costs e.g. for remediation, to protect producers of conventional non-GMO and organic food and the regional economic benefits for Auckland manufacturers' exporting GE-free products to international markets.

Auckland Council has previously worked with a working group of councils to gain cost efficiencies in managing the exposure of ratepayers and the environment to risks from GMOs.

<https://www.wdc.govt.nz/Council/Council-documents/Reports/Genetic-Engineering-Review>

The operative Auckland Long Term plan includes protections and precautionary approaches as mechanisms to manage the risks to the region until now.

Legislation that is now intended by government with an expansion of financial, economic and environmental risk and ongoing exposure of Council and ratepayers to future costs.

Council must fund engagement in changes to legislation and representation of Auckland communities and tangata whenua.

Summary

- 1. Requirement for Budget in the 10 year plan to engage with changes to the regulation of Genetic Engineering/ GMOs.**
- 2. The 10 year plan to include an allocation of \$100,000 for each of the next 4 years for representation of the interests of the Auckland Region in legislation that may transfer risk and create responsibilities on Council.**
- 3. Propose this budget be used to again collaborate with other Councils for cost effective participation as the Government makes changes to the RMA and to regulation of Genetic Engineering by end of 2025.**

Rationale

The operative Auckland Unitary Plan has protections for the local interest in management of GMOs. These manage local risks and defend against detrimental impacts on ratepayers under current HSNO and RMA legalisation, which are now being replaced.

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/history-unitary-plan/documentssection32reportproposedaup/2-49-genetically-modified-organisms-v2-2013-09-09.pdf>

New legislation under MBIE will change the nature and scale of the Council's risk and community exposure.

Auckland Council must consider Financial Security Mechanisms to Cover Biodiversity Damage and other loss resulting from commercialisation of Genetically Modified Organisms.

The 10 Year Plan must include funding for Auckland Council to participate and defend the local interest in government changes to regulation of genetic engineering / GMOs. There are emerging threats and new remedies need to protect ratepayers from adverse effects.

A Budget of \$100,000 per year for the next 4 years is the period of new legislation and implementation and likely the minimum needed to enable Auckland Council to have a voice on behalf of Aucklanders on the direction of new legislation.

Cost-sharing and collaboration with other councils will enable protection of local interests. This will maximise the value of this budget.

Issues and remedies may include strict liability, mandatory commercial insurance and other measures previously explored collaboratively with other councils.

See Emory Law:

Financial Security Mechanisms to Cover Biodiversity Damage Resulting from the Use of Genetically Modified Organisms
Resulting from the Use of Genetically Modified Organisms
<https://scholarlycommons.law.emory.edu/cgi/viewcontent.cgi?article=1315&context=eilr>

Please approve this budget as proposed, and keep us informed of the progress of the plan.

Thank you,

██████████
████████████████████



#13688



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



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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?

This is a new proposal, to add to existiig ones sent out in the consultatation:

Auckland Council must consider Financial Security Mechanisms to Cover Biodiversity Damage and other loss resulting from commercialisation of Genetically Modified Organisms.

Issues and remedies may include strict liability, mandatory commercial insurance and other measures previously explored collaboratively with other councils.

See Emory Law:

<https://scholarlycommons.law.emory.edu/cgi/viewcontent.cgi?article=1315&context=eilr>

This indicates why a budget is needed in the LTP to engage wit GE commercial liability matters that are newly emerging. There must be Financial Security Mechanisms to Cover Biodiversity Damage Resulting from the Use of Genetically Modified Organisms Resulting from the Use of Genetically Modified Organisms

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

AGEFC supporters are ratepayers across all boards



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More public transport frequency and infrastructure improvements

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13719



No

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I do not support the reduction in spending on cycleways and other active mode initiatives. Public transport spending should also be increased.

2a. Is there anything you would spend more on?

Public Transport and Active Modes

2b. Is there anything you would spend less on?

No

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

The stadium is not being used as regularly and effectively as it ought to be so some change is needed.

4a. What is your preference on the proposal to establish an 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:



#13719



I am in two minds about this, but tend towards establishing a fund that gets better return of investment than doing nothing. It is a pity this idea wasn't thought of before the first block of airport shares was sold.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

POAL should be able to maximise returns themselves. I have worked for a company that had a similar lease arrangement and it did not go well.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

If this fund is established let's give it every chance to succeed, grow and give a good return.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#13719



There must be better uses for this space than lots of imported cars being parked on it.

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Port operations should become more efficient allowing better uses for this space. One option could be for cruise ships to be relocated here.

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.	Support
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.	Do not support
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).	Support
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.	Support



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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 .	Do not support
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.	Do not support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities



#13719



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?



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8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Public transport and bike lanes

Retaining and/or enhancing efficient community services to enable community connection, participation and belonging



#13724



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?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Cycle lanes and low emission public transport fleet, improving/maintaining ferries

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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



#13724



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

I support the self insurance proposal

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Support



#13724



<p>the protection of native ecosystems 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 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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support



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Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I support the pools and leisure fees and charges

Local board priorities

7a. Which local board area does your feedback relate to?

Kaipātiki, Manurewa, Puketāpapa, Waitemata

Howick Local Board Priorities

7b. What do you think of our proposed priorities for Howick in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Review and refresh the Howick Heritage Plan.	
Review and refresh the Howick Tourism Plan.	
Encourage community groups to adopt a reserve, park, or waterway etc, and provide for restoration and maintenance activities with council support.	
Rescope the Industrial Pollution Prevention Programme (which educates and informs industry about the impacts they may have	



#13724



on local waterways) to broaden its outreach and include all businesses.	
Develop a community-led climate action plan.	
Explore the development of a Howick Ward 'business collective', or other group, to provide support for small business owners outside of the established Business Improvement Districts. This work may lead to establishing a new business association and possible new Business Improvement District (BID) programme.	

Tell us why

7c. What do you think of the Howick proposed priorities for the 10-year budget 2024-2034?

I support all priorities

Kaipātiki Local Board Priorities

7b. What do you think of our proposed priorities for Kaipātiki in 2024/2025?

Very Important

More specifically, what do you think of each priority we've listed above?



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Investing in the maintenance and renewal of our parks, playgrounds, recreation facilities, and other public spaces so they continue to meet our communities needs.	Very Important
Supporting a community-led approach for the delivery of relevant and diverse services that connect the community	Very Important
Supporting environmental groups, community volunteers, and our diverse communities to carry out environmental restoration projects, including stream clean-ups, habitat improvement, native riparian planting, and pest control.	Fairly Important
Begin implementing the Mini Shoreline Adaptation Plan for the Little Shoal Bay / Te Wai Manawa alongside our community to address the issues caused by flooding and seawater inundation.	Very Important
Supporting a community climate activation programme to support and amplify community initiatives identified in the Kaipātiki Climate Action Plan.	Very Important
Building relationships with local iwi and mataawaka groups so that Kaipātiki is rich with Māori identity and culture.	

Tell us why

I support the development of the Birkenhead War Memorial Park master plan

7c. What do you think of the Kaipātiki proposed priorities for the 10-year budget 2024-2034?



#13724



Māngere-Ōtāhuhu Local Board Priorities

7b. What do you think of our proposed priorities for Māngere-Ōtāhuhu in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Strengthen partnerships with local mana whenua through project delivery, including Te Kete Rukuruku, completion of David Lange Park playground and improvements.	
Deliver community climate initiatives such as Low Carbon Lifestyles, and Māngere Bike Hub with our community partners.	
Deliver a community-driven safety action plan aimed at tackling anti-social behaviour and addressing local safety concerns enhancing the overall sense of safety within our local community.	
Improve employment and economic opportunities through our local economic broker programme.	
Support community-led activations at our parks and facilities through our community grants.	

Tell us why

7c. What do you think of the Māngere-Ōtāhuhu proposed priorities for the 10-year budget 2024-2034?

I support all priorities



#13724



Manurewa Local Board Priorities

7b. What do you think of our proposed priorities for Manurewa in 2024/2025?

Very Important

More specifically, what do you think of each priority we've listed above?

Continue to support, deliver and fund initiatives that contribute to positive youth development.	Very Important
Invest in evidence-based projects that focus on crime prevention, safer communities and injury prevention.	Very Important
Fund and support activities that include older people and foster their community participation with a specific focus on reaching older migrants.	Very Important
Invest in community led projects and initiatives that respond to social connection and cohesion, build climate resilience and contribute to climate action.	Very Important
Develop a masterplan for Mountfort Park to ensure our open space and sports field network meets the demands of our diverse communities.	Very Important
Identify options for recreational activities to support people of all ages and abilities being casually active.	Very Important
Investigate community lease options to support Ngāti Tamaoho aspirations for a cultural hub at Te Pua/Keith Park.	Very Important
Investigate the feasibility of an arts broker programme to nurture creative expression with a focus on supporting Māori and Pacific creative arts.	



#13724



Tell us why

I support extending the use of the Manurewa Pool and Leisure Centre outdoor area

7c. What do you think of the Manurewa proposed priorities for the 10-year budget 2024-2034?

Puketāpapa Local Board Priorities

7b. What do you think of our proposed priorities for Puketāpapa in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Invest in opportunities to support local community leadership.	Very Important
Invest in climate change response initiatives and support volunteer groups working on local environmental restoration / protection and climate action programmes.	Very Important
Consider our investment in facilities and services to see if there are opportunities to do better.	Very Important
Support initiatives that improve and encourage walking and cycling opportunities.	Very Important
Help coordinate and support local business groups.	Fairly Important

Tell us why

7c. What do you think of the Puketāpapa proposed priorities for the 10-year budget 2024-2034?

I support the extension of Cameron Pool



#13724



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Very Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important



#13724



Tell us why

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

I support the advocacy for firer funding for sub- regional facilities such as the pools network

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#13725



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I support the proposal but I like pedestrian and cycle infrastructure and hate to see it on the chopping block.

2a. Is there anything you would spend more on?

Pedestrian and cycle infrastructure and offstreet parking in business districts like K Road.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:

I have come to agree with the argument that it is more a matter of national governance and regulation than local.

4b. Which option do you prefer for the future of Port of Auckland?

I don't know



#13725



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

The future fund is a really good idea, I am concerned that lax oversight could lead it to being used improperly and wasting its potential, so rigorous transparency is key to my support.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

I don't think the impact on freight would be worth it and if the other two ports have been freed up this will require investment in Bledisloe so to do that investment only to repurpose it seems like double handling and a waste of money, ofcourse it might make



#13725



back that money before its repurposed but considering how mismanaged and complex NZ infrastructure projects tend to be I see that as a gamble if its only for the short term.

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.	Support
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.	Support
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).	I don't know
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.	I don't know
Re-introduce recycling charges for schools.	Do not support
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.	Support



#13725



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 around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I am cautious that rates rises on businesses will stifle growth and quickin the pace that commercial spaces are converted in housing, while housing is important it needs to be intermixed with thriving businesses. If mixed-use zoning was better applied and utilised then that might make up for it.

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden,Waiheke,Waitematā

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#13725



Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	Fairly Important
Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	Very Important
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	Very Important
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	Very Important
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	Very Important
Working with the community on activations in the Mt Albert Civic Square.	Very Important
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	Very Important

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

Waiheke Local Board Priorities

7b. What do you think of our proposed priorities for Waiheke in 2024/2025?

I support most priorities



#13725



More specifically, what do you think of each priority we've listed above?

Delivering core council operational services, such as mowing, track and facility maintenance, and the library.	Very Important
Programmes which protect, restore, and enhance the island's natural environment, and initiatives that provide opportunities for community connectedness, capability and resilience.	Very Important
Working with our community and businesses to progress actions within the Waiheke Island Climate Action Plan.	Very Important
Progressing recommended actions within the Waiheke Local Parks Management Plan and the Rangihoua Reserve and Onetangi Sports Park Reserve Management Plan.	Very Important
Working with mana whenua and mataawaka to identify and respond to their needs and aspirations.	Fairly Important
Capital projects including the Tawaipareira Reserve playground.	Fairly Important

Tell us why

7c. What do you think of the Waiheke proposed priorities for the 10-year budget 2024-2034?

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities



#13725



More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Not Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Very Important

Tell us why

Exploring heritage and the history of how the city developed is important to me, the sadness at what we sacrificed to build the city especially for the benefit of areas



#13725



outside the centre such as the Western Motorway, costing us whole suburbs such as Newt

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Take cycling seriously and look to the aspirational example of cities like Paris and Seville who have achieved rapid mode-shift to cycling.

Prioritise Safe cycle infrastructure, accessible for all kinds of bikes, that get people where they want to go. More end-of-ride facilities for all kinds of bikes, more repair



#13731



stations along key routes, and better, more regular maintenance of pathways throughout the city. A safe, connected cycle network can be delivered fast and affordably by reallocating road space and using pop up protection like concrete or rubber separators

- NZ is the most car addicted country on earth. That is nothing to be proud of. Commit to education and leadership to provide positive role models for modeshift

Take the climate crisis seriously. Do more to realise the already agreed Climate Plan and Transport Emissions Reduction Plan.

- More safer speeds for residential areas, around schools, through town centres, with traffic calming and raised pedestrian crossings

Low traffic neighbourhoods or using modal filters (planter boxes or bollards) as a quick and affordable way to make safer streets and empower people to walk, cycle and wheel

- Ensure compliance with existing bylaws, including proactive measurement and management of noise, pollution private vehicle parking, and anti-social behaviour.

Improve community resilience: planning and infrastructure, and building community networks.

- Avoid reducing staff levels to the point that they are overwhelmed and unable to give good advice. Ensure communication and IT systems can improve customer experience.

- Incentivise development in the existing area close to urban transport links, ensure there are feeder cycleways to 'park and ride' (that will at least reduce pressure on parking) This will reduce overall costs over time.

- AT's 2023 report underlines that buses alone cannot solve our congestion; our busiest routes are at capacity. For the sake of the longer term, start to expand Auckland's rapid transit, prioritising the development of a SURFACE light rail network from the City Centre to Mt Roskill, with extensions to Onehunga, Māngere, and along crucial corridors like the North-Western and Northern.

- I am personally invested in: Lake road improvements, Manurewa and Māngere Transport Choices, the Henderson Cycleway, Lincoln Road Corridor Upgrade, Great North Road & Upper Symonds & New North Rd Upgrade Projects.

I support Auckland setting its own transport priorities. An "Auckland Deal" should enable central government support for these goals. I urge the Council and Mayor to make taking advantage of the real opportunities of a serious commitment to viable



#13731



cycling for ordinary Aucklanders, and beginning a surface light rail network, a priority in such a deal.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

- Council should stop enabling housing at the edge of the city where there is no infrastructure. We need a compact city to grow a strong economy, a lower carbon future and better services for residents.
- Do not 'invest' in roading which induces new demand for private vehicle space
- 'Doing more' for active and public transport means paying less for a less efficient mode, and reducing the negative health, liveability and climate costs of a car dominated city.

2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

- I support
- Expanding the Rapid Transport Network (RTN)
- Electrifying 50% of buses by 2030
- Implementing a weekly cap of \$50 on public transport fares
- Completing the City Rail Link
- Enhancing the reliability of bus, rail, and ferry services
- Developing new cycleways and shared paths to expand network accessibility
- Upgrading footpaths throughout Auckland, with a focus on the city centre
- Introducing "Time of Use" charging
- Launching a "Room to Move" initiative to reassess parking in key areas and boost parking and Park & Ride revenues



#13731



However the plan proposes slashing safer walking and cycling, some bus services, and falls very short in curbing emissions effectively. Any decrease in walking, cycling, and public transport use will lead to a less efficient transport system for all.

- Auckland Council must stay committed to reducing transport emissions and Auckland's Climate Plan.
 - Walking and cycling, is STILL after 70 YEARS of private car focused investment - massively underfunded. The UN recommends 20% for active transport but Auckland's active share is less than 1%.
 - Cycling infrastructure has a massive cost-benefit in the range of 10:1- 25:1. Such benefit however are contingent on connected networks and proper education and promotion. After SEVEN DECADES OF CAR CENTRIC INVESTMENT it's time to Just Take Cycling Seriously.
 - More additional raised pedestrian crossings are critical for safety for all users and footpaths need maintaining.
 - I support the "Dig Once" policy to coordinate transport projects with other infrastructure work: e.g. water, to minimise cost and disruption.
 - I urge Auckland Transport to use road renewals and maintenance as opportunities for - quick safety enhancements for walking and cycling.
 - I back proposals for multi-modal trips, including a \$50 weekly public transport cap, bike-friendly buses, enhanced train services, and light rail development.
- Council should lobby Central Government and Waka Kotahi for reallocating a lane on the Harbour Bridge for walking, cycling, and wheeling.
- Invest in a surface light rail network, especially along the City Centre to Māngere and City Centre to Mt Roskill corridors, ensuring any North-Western busway is light rail-ready.

2a. Is there anything you would spend more on?

- More cycleway and walking connections: FULL NETWORKS
- Complete the Downtown and Midtown Bus improvements
- Promotion of active transport modes to offset commercially created car culture
- Safety projects around schools and town centres.



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- Better funding for maintaining, expanding and promoting the public transport network, including to more remote areas
- Rolling out electric ferries and more low-emission buses, plus supporting infrastructure
- Lincoln Road and New North Road corridor upgrades
- Rail: rolling stock, and more support for ongoing Kiwi Rail track maintenance
- Street trees and rain gardens

2b. Is there anything you would spend less on?

- Instead of pricey, unnecessary widening of already wide roads like Te Irirangi Drive, use existing space for bus lanes and active modes.
- The Eastern Busway could be re-scoped to use the existing road corridor and still have room for a cycleway and footpath. The excess land could then be used for housing.
- I do not support the full expansion of the 'unsealed roads' programme.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:



#13731



- I strongly believe we should NOT proceed with transferring Council's shares in Auckland International Airport into the proposed Auckland Future Fund.

- AIAL shares are a valuable strategic asset, providing significant dividends historically and promising future returns. I worry that the Future Fund might deplete reactively rather than serve as a strategic tool for transitioning Auckland to a low-carbon, resilient future.

The lack of ethical investment guidelines for the Future Fund raises concerns about potentially funding companies that worsen climate change, which could also risk Auckland Council's ability to secure low-cost Green Bonds for infrastructure.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I support retaining council ownership of port land and wharves, continuing operation through Port of Auckland Limited, and focusing on strategies for increased profitability and dividends.

- Privatising the port via a long-term lease would mean losing control over an essential waterfront area and significant income (e.g., last year's \$52M profit).

- Such privatisation risks negative impacts on workers, increased costs for NZ businesses and consumers, and potential neglect of maintenance and modernization, ultimately burdening Aucklanders with those costs.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#13731



I support retaining council ownership of port land and wharves, continuing operation through Port of Auckland Limited, and focusing on strategies for increased profitability and dividends.

- Privatising the port via a long-term lease would mean losing control over an essential waterfront area and significant income (e.g., last year's \$52M profit).
- Such privatisation risks negative impacts on workers, increased costs for NZ businesses and consumers, and potential neglect of maintenance and modernization, ultimately burdening Aucklanders with those costs.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

I refer to the Paper from It's Our Auckland attached.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

I prefer transferring Captain Cook and Marsden wharves to Auckland Council, as it would:

- Enhance public access and enjoyment of the waterfront and potentially alleviate impacts on ferry services by relocating cruise ships away from Queen's Wharf.
- Cru

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:



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6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>



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Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important



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Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Very Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Smarter minds than have I have detailed how the LTP draft proposes financial sugar hit that will deplete Tamaki Makaurau's long term resilience and liveability. And so I attach It's Our Auckland's paper on the fundamental issues with the so called 'Future Fund' proposal.

I am not so concerned here for myself, but rather for our city's children. It is utterly unethical to cheat them of the kind of investment which we took for granted, but, for 70 years misdirected into just merely making our city revolve around cars.



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I cannot emphasise enough, that as the tangible effects of climate crisis are already biting, that the most cost effective solutions - specifically walking and cycling - are massively underfunded. The LTP draft proposes just ONE TWENTIETH of the UN's recommended proportion.

If we are so short of money, then we should be FULLY backing the vastly more cost-effective solutions, along with whatever promotion of them is required to make their rapid adoption a success. Councillors should be beating a path to Paris and similarly transforming cities that demonstrate how such rapid modeshift, and all the efficiencies and liveability gains that come with them are achieved.

As it is , the draft proposes to give up on active transport, just as we've barely started, while stripping out such equity as would enable younger generations to have agency over their city's future. Shame.

It's Our Auckland Briefing Paper Auckland Council Long Term Plan 2024 – 2034

We all want Tāmaki Makaurau Auckland to be a place in which our communities – including our most vulnerable – can thrive. Auckland Council's Long Term Plan 2024-2034 (the LTP) is a collective opportunity to work towards building that city. By taking decisive action to safeguard the delivering of quality public services and making the investments needed to plug our yawning infrastructure gap, supercharging our economic activities.

It's Our Auckland is concerned, however, that the Mayor-recommended central LTP proposal underplays the seriousness of the response required to address Auckland's long-term challenges, including housing, inequality and climate change. Despite the difficult financial period we have just endured, Auckland Council is in a strong financial position to play its role, but needs to better use the revenue tools available to it.

In real terms that proposal suggest a **one-year spending bump fueled by the proceeds of privatisation, followed by a longer period of austerity**, in which seven out of ten years see per-capita cuts. This is wholly out of step with the demands of our growing city.

The much vaunted **Auckland Future Fund** is an attempt to use Auckland's infrastructure deficit to justify the privatisation of crucial strategic infrastructure. Aotearoa's infrastructure deficit took decades to develop. The idea that it can be undone in a single year through the sale of strategic (and profitable) assets is **sugar-hit economics**. When the sugar hit runs out and budgets again tighten, the temptation to sell off other assets – in 2023 Auckland Council had \$73 billion of them – remains. These asset sales impose real financial costs that haven't been adequately outlined.

It's Our Auckland wants to see a plan for Auckland that doesn't rely on privatisation to justify years of fiscal austerity. With economic headwinds declining, we're calling on Auckland Council to adopt a more ambitious long-term plan to fund its future economic development.

Auckland's strong financial position

The pandemic and cost of living crisis imposed heavy costs on our households and communities. From the beginning of 2020 to the end of 2023, household living costs rose 22%, spurred on by an 81% increase in interest payments, a 28% increase in transport costs and a 23% increase in food prices.¹

Council is not immune to these financial challenges, and Council finances have recently been stretched by rising costs and high interest rates. But unlike households, councils have unique access to revenue tools and financial instruments that help them to manage these costs.

In 2023, Auckland Council brought in cash revenue of \$6.7 billion, \$1.3 billion more than annual operating expenditure and a 17.6% jump on the previous year. It holds almost \$73 billion in assets, more than four times its current \$17 billion in liabilities (see Figure 1, next page). Auckland Council's net equity (assets minus liabilities) reached \$55.5 billion in the 2022/23 financial year, a relatively modest \$1.3 billion jump on previous year, but almost \$20 billion higher than just five years ago.

Council's liabilities include its \$12.5 billion in total borrowings (i.e. debt and other financial instruments), which in 2022/23 cost \$523 million to service. This is an effective interest rate of only 4.6%, below the current official cash rate of 5.5%. Councils can borrow at much lower rates than households because of their size, sophistication and, in Auckland Council's case, because of its strong credit rating. With quarterly inflation now at to pre-pandemic levels and RBNZ projecting rate cuts by the beginning of 2025,² the cost of servicing Council's debt is likely to fall again soon.

* This briefing paper was written by independent researcher Edward Miller, and is published by It's Our Auckland.

¹ "Household Living Costs Price Index" (Dec 2023), *Infoshare HPI002AA*.

² See "Monetary Policy Statement" (February 2024) *Reserve Bank of New Zealand Te Putea Matua*, p49. <https://www.rbnz.govt.nz/-/media/project/sites/rbnz/files/publications/monetary-policy-statements/2024/feb/mps-feb-2024.pdf>

Auckland Council can borrow cheaply in part because of its **strong credit rating**, which give the investors who purchase council debt the confidence to invest. In October 2023 global ratings agency Moody's affirmed Auckland Council's Aa2 (stable) rating,³ stating that the Council had a "fundamentally sound economic profile", and noting that despite economic headwinds, its "strong revenue-generating capacity underpinned a widening in the gross operating surplus that contributed to a decline of the Council's debt burden".⁴

On 18 February 2024, Auckland Council retained its AA stable outlook from global ratings agency Standard & Poors, reflecting their expectation that

"Auckland will successfully manage the city's growth pressures and large capital expenditure requirements while maintaining debt at a level consistent with the 'AA' rating."⁵ At the same time, S&P announced it had moved 15 NZ councils to a negative outlook, noting that rising infrastructure budgets are "leading to widening revenue and expenditure mismatches, with large cash deficits and rising debt levels".⁶

In the case of Auckland, the primary limitations on borrowing is set not by the market, but by regulation. Currently the Local Government (Financial Reporting and Prudence) Regulations 2014 imposes a debt-to-revenue ratio of 290% on Auckland Council. Most NZ Councils have similarly high debt-to-income ratios, pointing to a broader structural issue about the nature of local government revenue collection tools.

Politicians often invoke references to household budgets to call for fiscal discipline, but the reality is that mortgagors often face significantly higher debt-to-income ratios, servicing large mortgages on sometimes precarious incomes. The Reserve Bank is currently consulting on rules that would require to banks to limit lending with debt-to-income ratios of 600%.⁷ While central government doesn't use this measure, its debt to income levels would have reached 47% at the end of the 2022/23, despite the rise in spending over the pandemic and cost of living crisis period.⁸

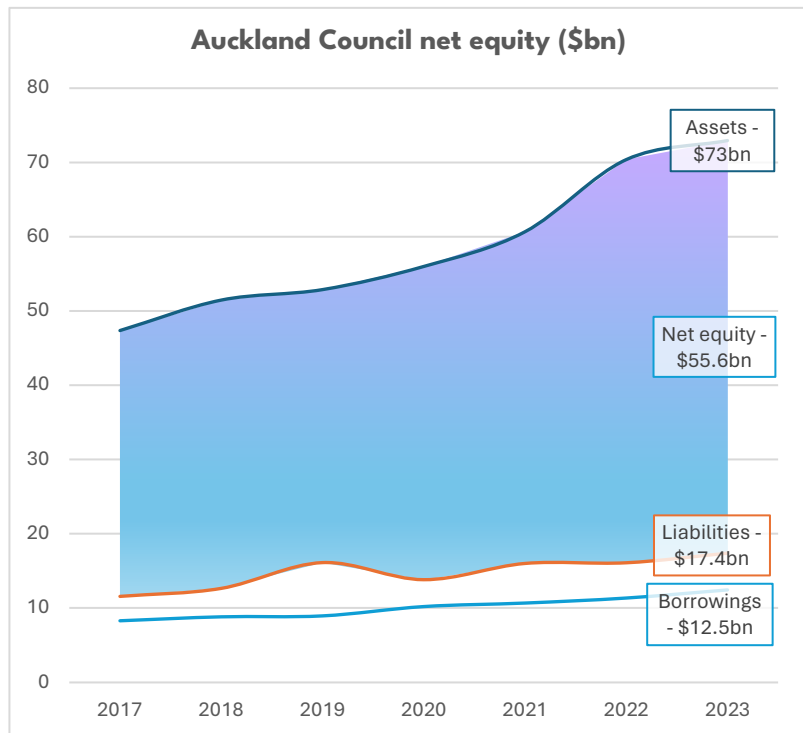


Figure 1: Auckland Council financial statements

³ Moody's describes Aa-rated obligations as "judged to be of high quality and are subject to very low credit risk". "Moody's Rating Scale and Definitions" *Moody's*. https://www.moody.com/sites/products/productattachments/ap075378_1_1408_ki.pdf

⁴ "Moody's affirms Auckland Council's Aa2 rating; outlook stable" (30 October 2023) *Moody's*.

https://www.moody.com/research/Moodys-affirms-Auckland-Councils-Aa2-rating-outlook-stable-Rating-Action-PR_480330?cy=can&lang=en

⁵ "Various Ratings Action Taken on New Zealand Local Councils on Weakening Institutional Framework Trend" (18 February 2024) *S&P Global Ratings*. <https://disclosure.spglobal.com/ratings/en/regulatory/article/-/view/type/HTML/id/3127199>

⁶ *Ibid.*

⁷ Jenée Tibshraeny "Reserve Bank proposes introducing debt-to-income (DTI) mortgage restrictions" (23 January 2024) *NZ Herald*. <https://www.nzherald.co.nz/business/reserve-bank-proposes-introducing-debt-to-income-dti-mortgage-restrictions/PCSYUOQE3NAERGRT5XTHNBWZM/>

⁸ Central government does not use debt to revenue/income measures. For the purposes of this comparison, the debt-to-income ratio uses Treasury's 'total core crown revenue' and 'net debt' figures. See "Financial Statements of the Government of New Zealand for the Year Ended 30 June 2023" (5 October 2023) *The Treasury*. <https://www.treasury.govt.nz/publications/year-end/financial-statements-2023>

There is a breakdown in the division of responsibilities and revenue collection tools between central and local government. While central government often partners in major infrastructure projects, local government often has the primary responsibility to deliver infrastructure. A 2021 report for the Infrastructure Commission suggested that a quarter (\$52 billion out of \$210 billion) of NZ's estimated infrastructure deficit in 30 years sits at the local government level.⁹ Local government revenue, however, accounts for just 10% of total combined government revenue.¹⁰

Increasing Council revenue is therefore the crucial step in ensuring Auckland Council can continue to deliver decent public services and infrastructure for Aucklanders. We saw this in 2022/23, when a 17.6% increase in Council revenue in 2022/23 saw Council's debt to revenue ratio fall to 253%, despite an increase in total Council debt.

Rates are the largest component of Council revenue (more than a third). They tend to chart a steadier course than house price increases, and in NZ have indeed lagged significantly. Despite recent declines, **house prices across Aotearoa doubled in the decade to 2023, rising almost 50% faster than rates.** This trend is likely more pronounced in Auckland, which experienced more dramatic price rises during the decade, while committing to modest annual rates hikes across most of the period. Rates revenue today is capturing a declining proportion of our property's values, the largest component of household net worth.

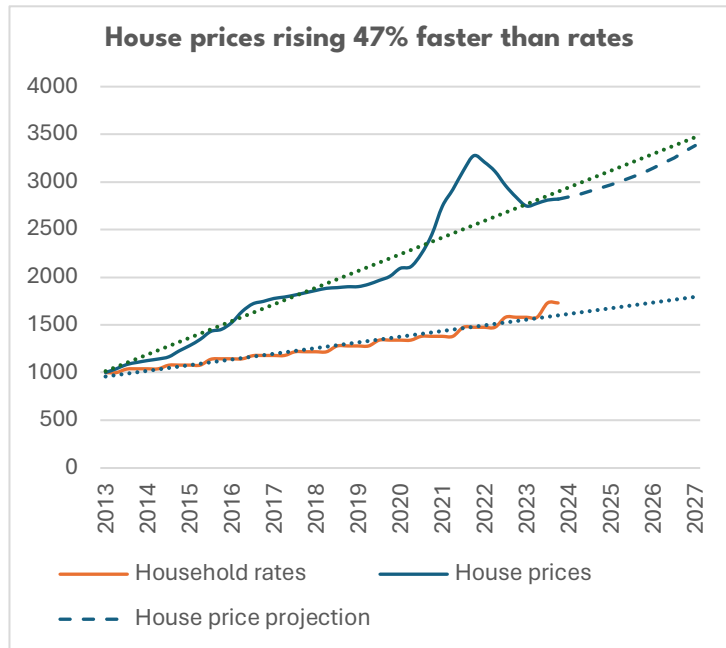


Figure 2: Stats NZ Household Labour Cost Index, RBNZ MPS projections.

It seems distinctly wrong that a city's asset owners would benefit from the rising value of their assets without contributing fairly towards the cost to maintain the services and infrastructure that underwrite the value of those assets.

Assessing the central proposal

Auckland Council has put three proposals on the table: the Mayor-endorsed central proposal, the “pay more, get more” scenario and the “pay less, get less” scenario. This sets the terms of the discussion, and data limitations on the “pay more” and “pay less” scenarios help direct the public toward the central option. It is important to recognise that the central proposal is not a “status quo” proposal, but includes a significant cuts to Council services. This includes cuts to some bus routes, reduced funding for safe walking and cycling as well as emission reductions like electrification of buses and ferries, cuts in funding to the arts, culture and education, and cuts to the funding of local boards.

In this light, it is our view that **Council should be charting a course at, or above, the “pay more, get more” scenario**, which does not include these service cuts. Additionally, any outcome will have to be supported by a majority of Councillors, and therefore the final LTP may vary significantly from any of the outlined proposals.

⁹ “New Zealand’s infrastructure challenge: Quantify the gap and path to close it” (October 2021) *Sense Partners*, p3. <https://media.umbraco.io/te-waihanganga-30-year-strategy/lhhm5gou/new-zealands-infrastructure-challenge-quantifying-the-gap.pdf>.

¹⁰ Brad Olsen “Central money towers above local funds” (28 June 2023) *Infometrics*. <https://www.infometrics.co.nz/article/2023-06-central-money-towers-above-local-funds>

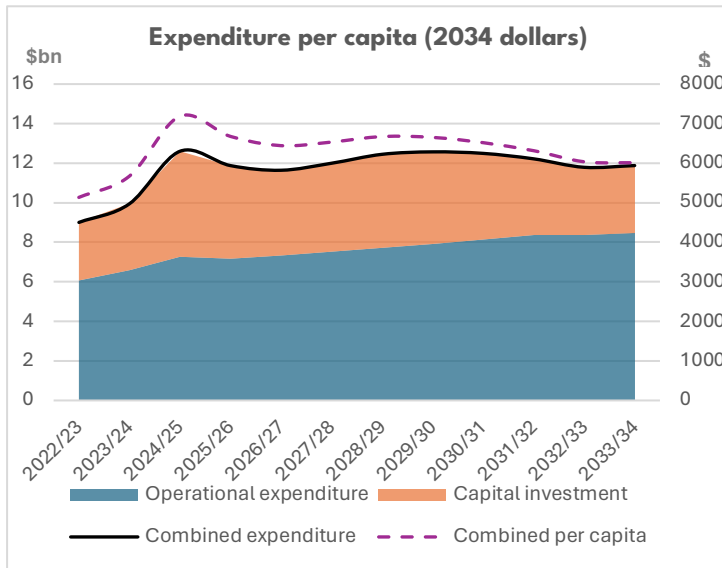


Figure 3: LTP documents, RBNZ MPS projections.

Our analysis of the central LTP proposal looks at combined expenditure, including both operational expenditure and capital investment. It uses Council’s own (likely modest) population projections and the Reserve Bank’s inflation estimates. Using these data we have generated annual per capita expenditure figures, in 2034 dollars (the dotted line in the adjacent graph, measured on the right hand side axis). While this figure grows sharply in the first year (2024/25), it falls again in years two and three, rises modestly in years four and five and then declines in every remaining year. At the end of the period, real per capita expenditure is only 6% higher than at the beginning of the decade.

The central proposal includes real per capita operational expenditure cuts in two of the ten years, however capital investment is the primary victim here. It spikes sharply in the first year, followed by a 22% decline over the next two years, a 6% increase over the next two years, followed by a 31% decline over the next five years. Real per capita capital investment in 2033/34 is 10% lower than in 2023/24.

This austerity is reflected in the excessively moderate rates pathway outlined in the central proposal. In seven out of ten years, proposed rates increases would be within a percentage point of RBNZ’s projected CPI¹¹ pathway. By 2030/31 projected increases would have fallen below the projected level of non-tradeable inflation (a common substitute measure for domestic CPI).¹² Only 2024/25 and 2026/27 would see relatively larger increases (4.5 and up to 5% higher than inflation). On the other hand, the “pay more” scenario has three years of higher rates increases (11, 8 and 8% higher than inflation respectively) followed by annual increases up to 3% higher than inflation.

It is important to note that **Council’s costs rise with inflation**. If those costs aren’t met, then it is likely that existing levels of service cannot be maintained. Aucklanders cannot fairly expect rising levels of service delivery and infrastructure development while demanding rates increases at or near the level of inflation.

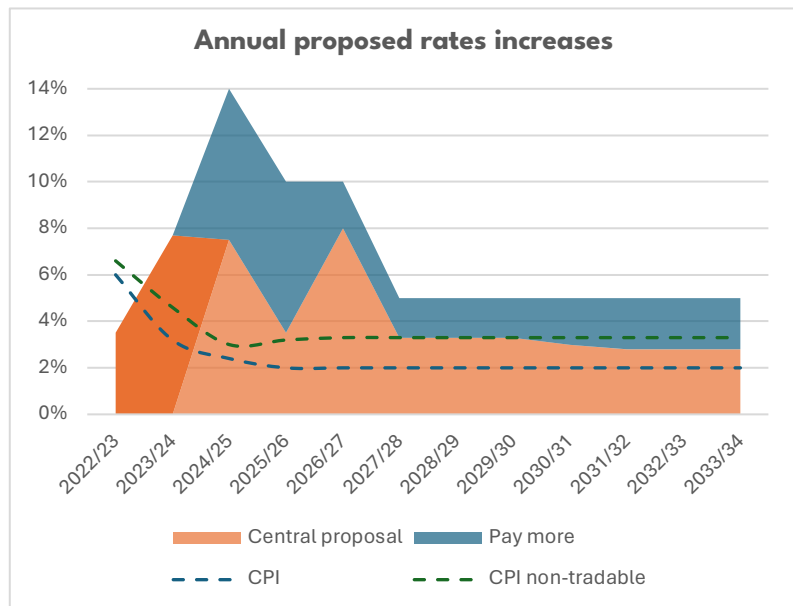


Figure 4: LTP documents, RBNZ MPS projections.

Additional to rates increases, the central proposal also foresees the establishment of the **“Auckland Future Fund”**, drawing the fund’s estimated \$3-4b in seed capital from the sale of an operating lease for

¹¹ Consumer Price Index (CPI), the standard headline figure used to express the rate of inflation.

¹² “Non-tradeable inflation measures final goods and services that do not face foreign competition, and it is an indicator of domestic demand-and-supply conditions.” See e.g. “Annual inflation at 4.7%” (24 January 2024) *Statistic New Zealand*. <https://www.stats.govt.nz/news/annual-inflation-at-4-7-percent/>

the Port of Auckland and the sale of the remaining Airport shareholding. That fund would then invest and manage the proceeds generated by the sales, which Council thinks would delivering 7.5% annual returns. 2% of this would be reinvested each year, while 5.5% would be distributed to Council, an estimated \$200 million a year.

The central proposal also establishes an additional \$300 million asset sales target over the ten-year period. The “pay more” scenario excludes the establishment of the Future Fund or asset sales target, while the “pay less” scenario retains the Fund and sets the asset sales target over a three-year period.

The Auckland Future Fund continues a longstanding tradition in some New Zealand political circles of using the promise of debt relief to promoting privatisation.¹³ In this instance it deploys Auckland’s own glaring infrastructure deficit as the justification for selling PoAL and the remaining AIAL shares. In reality, these proposed privatisations are being used to constrain rates increases at or close to the level of inflation, in line with the political commitments that saw the Mayor elected last year.

Council’s own analysis of the Fund warrants scepticism. Accounting firm PriceWaterhouseCoopers noted that 7.5% growth could be achievable, but that income from high growth investments is likely volatile. PWC also highlighted the value of holding the shares, noting that not only do they pay dividends (see next section) but that the airport shares alone were expected to more than double in value (to \$3.1b) in the next 35 years.¹⁴

Additionally, journalist Simon Wilson noted excessive optimism on the valuations of the Port and airport shareholding, suggesting that the Fund “is more likely to start life with \$2b [rather] than the \$3-4b Brown has staked his case on”.¹⁵ Wilson also highlights the finding of the 2016 Port Future Study (which Brown chaired) that maintaining throughput capacity would require a \$1b upgrade to the connecting road and rail network.¹⁶ And, even at 7.5%, once fund managers take their cut and the income has been taxed, this suggests income of \$100 million per year. As the next section shows, this is not much different to the existing dividend income from holding onto the port and airport shares, without factoring in the additional costs that come from privatisation.

The economic case against privatisation

At \$8.11 per share, the September 2023 sale of roughly a third of Auckland Council’s shareholding at Auckland International Airport Limited netted it \$833 million in revenue.¹⁷ The LTP aims to finish that job, putting the port up for sale alongside it.

Privatisation is often pitched as a silver bullet to addressing Government’s economic problems. The reality is much more complex. The private sector contends with a both higher cost of capital and the need to distribute shareholder income. Not only do these militate against greater efficiency, but can lead to higher costs to businesses and consumers. We can see this from existing analysis of the Australian operations of DP World, the Dubai-based port operator that in 2021 made an unsolicited \$1 billion bid to either purchase

¹³ In the 1993 book “Out of the Woods”, the architect of NZ asset sales, Roger Douglas, admitted that, “I am not sure we were right to use the argument that we should privatise to quit debt. We knew it was a poor argument but we probably felt it was the easiest to use politically.” Referred to in “Selling Out, Everything Must Go!” (20 May 2011) *CAFCA*.

<https://www.scoop.co.nz/stories/PO1105/S00326/selling-out-everything-must-go.htm/>

¹⁴ Matthew Scott “The pros and cons of Auckland’s rainy day fund” (22 February 2024) *Newsroom*.

<https://newsroom.co.nz/2024/02/22/the-pros-and-cons-of-aucklands-rainy-day-fund/>

¹⁵ Simon Wilson “Simon Wilson: Wayne Brown, the Auckland port and his questionable ‘future fund’” (5 March 2024) *NZ Herald*.

<https://www.nzherald.co.nz/nz/simon-wilson-wayne-brown-the-auckland-port-and-his-questionable-future-fund/UDYKW6PTEVBM3IUMJXXDNMHYUE/>

¹⁶ *Ibid*.

¹⁷ “Auckland Council confirms sale of Auckland International Airport shares” (1 September 2023) *Our Auckland*.

<https://ourauckland.aucklandcouncil.govt.nz/news/2023/09/auckland-council-confirms-sale-of-auckland-international-airport-shares/>

the port outright, or lease and operate it.¹⁸ Mayor Brown is reported to have met with DP World representatives at a tour of the Port of Busan, South Korea in May 2023.¹⁹

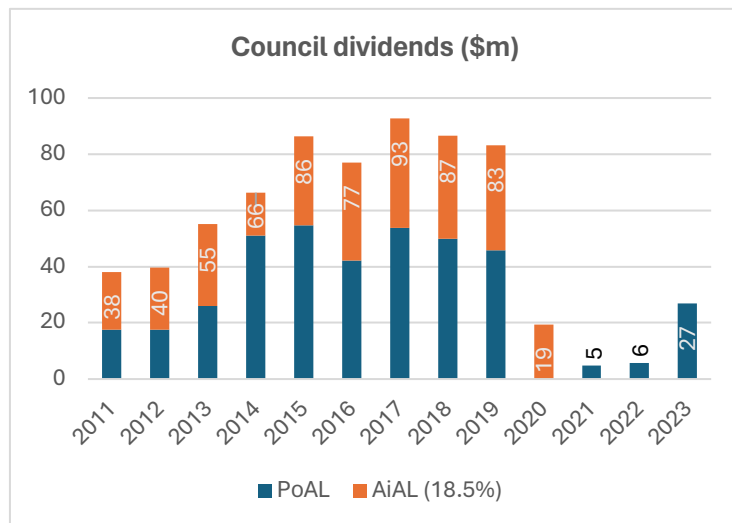
A majority of studies on airport and port privatisation conclude that there is no empirical evidence of superior private sector efficiency,²⁰ although it remains a key justification promoting asset sales. That alleged efficiency, however, must contend with two everpresent economic headwinds: the higher cost of capital and the need to satisfy shareholders.²¹

Private firms are at a clear disadvantage in terms of the rates of finance they can access when compared to the public sector. As the IMF notes (in a paper on public-private partnerships that is equally applicable to other forms of privatisation):

when [outsourcing, privatisation or] PPPs result in private borrowing being substituted for government borrowing, financing costs will in most cases rise. Then the key is whether [outsourcing, privatisation or] PPPs result in efficiency gains that more than offset higher private sector borrowing costs ... much of the case for [outsourcing, privatisation or] PPPs rests on the relative efficiency of the private sector. While there is an extensive literature on this subject, the theory is ambiguous and the empirical evidence is mixed... It cannot be taken for granted that [outsourcing, privatisation or] PPPs are more efficient than public investment and the government supply of services...²²

In addition to the higher cost of capital, the fiduciary obligation of Boards to maximise shareholder returns presents another barrier to efficient service delivery. A company's share price – as well as its access to other forms of financing – is in part determined by whether it delivers dividends to shareholders. This so-called “capital leakage”, through dividends (or other mechanisms like management services fees, shareholder loans, or lease arrangements) often comes at the cost of decent services and working conditions.

While AIAL struggled during the pandemic, both AIAL and PoAL are profitable businesses. From 2015 to 2019, Auckland Council received combined dividends of \$80 - \$100 million a year from these shares (the white numbers in the adjacent graph). PoAL's profitability fell in recent years due to a failed attempt at reform through automation. That experiment confirmed the importance of port workers to effectively run the port, ensuring the efficiency of our transport infrastructure.



S&P Capital IQ.

Privatising PoAL would have much broader impacts than just losing dividend income. PoAL is one of Auckland's (and indeed New Zealand's) main economic arteries. Its relatively uncomplicated low-cost structure is conducive to economic development. Analysis undertaken for the Maritime Union of New

¹⁸ Bernard Orsman “Auckland Mayor Wayne Brown’s plan to sell long-term lease in Port of Auckland and invest proceeds along lines of NZ Super Fund” (29 November 2023) *NZ Herald*. <https://www.nzherald.co.nz/nz/auckland-mayor-wayne-browns-plan-to-sell-port-of-auckland-and-invest-proceeds-along-lines-of-nz-super-fund/QJLW7BQRKVE4DJFDSVGRKKWCMY/>

¹⁹ Bernard Orsman “Auckland Mayor Wayne Brown following up sale of Auckland Airport shares by putting Port of Auckland on the block” (22 June 2023) *NZ Herald*. <https://www.nzherald.co.nz/nz/auckland-mayor-wayne-brown-following-up-sale-of-auckland-airport-shares-by-putting-ports-of-auckland-on-the-block/SWFVW4XF3ZHHROLAHR6K64OIXA/>

²⁰ David Hall and Tue Anh Nguyen “Economic benefits of public services” (2018) *Public Services International Research Unit*, p102. Available at: <http://www.paecon.net/PAERReview/issue84/HallNguyen84.pdf>.

²¹ Ibid.

²² International Monetary Fund “Public-Private Partnerships” (12 March 2004). Paras 22, 25. Available at: <http://www.imf.org/external/np/fad/2004/pifp/eng/031204.htm>

Zealand suggests that the higher cost of capital and expected internal rate of return for a private operator would require them to “an extra \$70m a year in profit from Ports of Auckland. That means a 25% increase on current revenue and additional costs to the Port’s customers of \$70m a year. That money would ultimately come from Auckland business and flow offshore to the private port operators’ owners.”²³

That finding was based on the idea that a port operator would pay \$1b for the port lease. Newer research, based on the Fund’s proposed costing, suggested that at \$2b “an operator would need to realise a dividend of \$172m a year ... on a 35-year lease, and \$258m if the payment was \$3b.” In a 21 March 2024 video, Mayor Brown emphasised that Port of Auckland “only returns just over 2% a year to Aucklanders,”²⁴ neglecting to mention that any increased returns to Council would be funded by businesses and consumers, through additional costs. Discounting these costs is crucial to making the economics of the Future Fund viable.

Furthermore, if DP World ends up operating the port, costs could be even higher. Recent research by the Centre for International Corporate Tax Accountability shows that DP World’s Australian operations paid zero corporate tax off AU\$4.5 billion over the past eight years, despite average EBITDA²⁵ margins of 25% over that period.²⁶ That report suggests that DP World appeared to use a complex network of tax havens, related-party transactions and management service fees to artificially reduce its taxable income. The week after that research was released DP World announced it was hiking fees and charges by up to 53% at its Melbourne, Sydney, Brisbane and Fremantle ports.²⁷

It seems trite to emphasise, but public infrastructure should not be transferred into the hands of private operators focused on artificially reducing taxable income (in doing so exacerbating the existing infrastructure deficit), especially while hiking costs for users and consumers. If this represents that standard of potential bidders for the lease then Council should exercise extreme caution. Additionally, as Wilson notes, there is no mention of the cost of administering the Future Fund in the Mayor’s central proposal. Average fund manager fees tend to be around 1%, and could be higher for high growth funds.

In addition to these financial arguments for public ownership, ports and airports are also important strategic transport infrastructure. The Fund would shift decision-making power over these assets from the Governing Body of Auckland Council, limiting accountability and options for ratepayers. For example, public infrastructure is often a starting point for implementing strengthened environmental, social and labour standards, however these could potentially decrease the value of any lease. This represents a potential trade-off for Council, as it is less likely that private capital would lead the way in greening highly capital-intensive industries.²⁸

The combined impact of a higher cost of private capital and shareholder profit extraction puts the squeeze on operational expenditure. This often results in increasing pressure to constrain worker remuneration, increase labour intensity, and investments occupational health and safety. Private ports tend to pay lower wages and take more confrontational stances in collective bargaining. This can have major impacts on health and safety.

As workplaces, ports have significant risks that must be managed collectively by the company and workforce, and managing these risks often has a pricetag to it. Unless the workforce possesses significant organisational strength to underscore the importance of certain OHS measures, workers all too often pay

²³ “The costs and risks of privatising Ports of Auckland operations” (15 August 2023) *Victor Strategy and Communications*.
<https://www.munz.org.nz/wp-content/uploads/POAL-privatisation-report-September-2023.pdf>

²⁴ See e.g. <https://www.linkedin.com/feed/update/urn:li:activity:7176339505472319488/>

²⁵ Earnings before interest, tax, depreciation and amortisation, a common measure of profitability.

²⁶ Jason Ward “Does DP World dodge taxes in Australia?” (October 2023) *Centre for International Corporat Tax Accountability and Research*.

<https://static1.squarespace.com/static/636a46c59a62847f542195d2/t/65410c471aef2e0856714ae1/1698761802155/CICTAR+Report+-+DP+World+Australian+Corporate+Tax+Analysis.pdf>

²⁷ “DP World’s 52 pc fee rise at Port of Melbourne labelled ‘exorbitant’ (2 November 2023) *Australian Financial Review*.

<https://www.afr.com/companies/infrastructure/dp-world-s-52pc-fee-hike-at-port-of-melbourne-labelled-exorbitant-20231102-p5eh5m>

²⁸ Nick Pilcher and Po-Hsing Tseng “Can we really measure the impact of port governance reform” (21 Sept 2017) *Maritime Policy & Management*. <https://www.tandfonline.com/doi/full/10.1080/03088839.2017.1380318>

the ultimate price. 18 port workers have died on NZ ports since 2012, the second-highest fatality rate of any sector in New Zealand.²⁹

Conclusion

We know from the ratings agencies that Auckland Council is in an exceptionally strong financial position. Its assets far outweigh its debt, and recent history shows that increasing Council revenue provides significant headroom for further borrowing to fund crucial infrastructure development under Council's existing debt limits. Increasing Council revenue is the crucial factor here.

The Auckland Future Fund is an attempt to do this through privatisation rather than rates hikes. As with all privatisations, it has to contend with a higher private sector cost of capital and the need for greater shareholder income. There are good reasons to question many of the assumptions and figures used to promote this option.

In reality, these privatisations would push costs onto businesses, consumers and the community at large, while Council would lose strategic control of some of its most important economic arteries. When economic conditions again worsen, what would stop Council from selling off more assets, repeating this failed process?

Last week, central government again rebuffed the IMF's call for a comprehensive tax on capital gains to balance the tax system. Council rates primarily target the value of housing, and therefore could similarly operate as a form of taxation on NZ's largest source of household wealth and therefore largest source of capital gains. If Councils want to rectify the existing imbalance between local and central governments' revenue and responsibilities, it is difficult to identify a better lever than rates.

Opting for an expenditure pathway in line with or above the "do more, pay more" scenario would give Council the ability to continue to deliver the services that Aucklanders value and rely on, while investing in the infrastructure required to keep the city thriving.

²⁹ See "TAIC report into 2022 port deaths" (20 October 2023) *Maritime Union of New Zealand*.
<https://www.munz.org.nz/2023/10/20/taic-report-into-2022-port-deaths/>



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

On behalf of the organisation I represent, I would like to propose to Auckland Council to stop cutting the budgets for those services which enable economic development to grow in the city, and to partner with those businesses with a vested interest.



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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?

I don't know

Tell us why:

2a. Is there anything you would spend more 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)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:



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4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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.	I don't know
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	I don't know



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<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>I don't know</p>



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6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?

Please refer to the submission attached



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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?

Enough 'Future Investment'



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Aucklanders are afraid to come into the city they paid to renovate - the Viaduct, Wynyard Quarter and CRL. The 'City of Sails' has turned into a 'city of orange cones'. Time to stop the construction zone and experience the good, bad and the ugly decisions, allowing ratepayers to access and enjoy the city they financed. The 'Centre City Master Plan' must go along with Panuku. They are responsible for turning our Civic Centre into a maze and creating a \$20M fine trap for AT; narrowing Queen Street, K Rd and arterial roads to single lane causing congestion; and dividing the city in two with the Victoria St Linear Park.

Decrease Debt

Mayor 'Mr Fix-it' was voted in to surgically remove the cancer, not the family silver. To cauterize the money hemorrhaging from a broken system that is gorging itself on rates. It's totally dysfunctional with the wrong upcycled personnel appointed to key positions. The budget's 'pay less, get less' scenario, threatens core services instead of carving up the beast and cutting the waste by restructuring out middle management and dysfunctional CCOs.

Cancel CCOs (requires legislation)

Council controlled organisations consume \$490M and AC \$609M in yearly salaries. Why are CEO's salaries twice the mayor's?

Eke Panuku Development has the worst real estate sales track record, eg selling ex-AC building on 5000sqm land for \$3M (worth \$54M) and Downtown Carpark \$133M less than the counteroffer. Panuku alleges "to deliver 'urban regeneration', the planning and improvement of neighbourhoods to strengthen communities around thriving town centres." They're miserable failures at this 'social engineering' as proven by Henderson blue-road-graffiti. Yet the Budget proposes \$100M for Panuku's "strategic development fund to enable faster regeneration of rundown parts of Auckland", these communities don't want.

Tātaki Auckland Unlimited claims to "push Auckland towards a bright future, creating world-class major events and supporting Auckland businesses to grow and thrive." TAU mismanage venues and allow road narrowing and AT's restricted parking in shopping villages that is detrimental to "thriving". Council departments and other CCOs all run events making TAU redundant.

Auckland Transport is spending \$1.058B on our transport network during next financial year. This is the highest ever annual spend on building infrastructure but these 'traffic calming' techniques and cycleways have wasted ratepayers funds, without maintaining roads and footpaths. The 'Regional Transport Plan' will be released.



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2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Only support dynamic lanes If they are consistent with the Mayor's pinch point times. Towards the city 7am to 9am. Away from the city 4.30pm to 6.30pm.

This includes K Rd

Stop all raised pedestrian crossings, cycleways, inline bus stops, lowered speeds and reinstate Queen Street with access to full length and parking the full length. Remove widened footpath, planter boxes and cycleway. Stop reducing arterial roads to single lanes.

Genuinely consult on Transport Plan.

Stop the approval process that involves extremists 'Bike Auckland', 'Greater Auckland' and "Gen Zero". Stop the construction of the Victoria St Linear Park. Stop the use of hit sticks and road graffiti (eg Surrey Crescent, Henderson, silly spots on the road), keep Panuku as far away as possible from roading projects.

Trial shared residential roads with sharrows for cycleways on roads parallel to arterial roads, starting with Huia Rd parallel with Pt Chevalier Road.

Get control back to the Governing Body of AT

Stop any work on Light Rail - we know that Arup are still working on it.

2a. Is there anything you would spend more on?

Repairing roads and footpaths but don't use that as an excuse to remove medium strips. Park and Rides, including some closer into the city, like the old Warehouse site opposite Potters Park

Trees Please

Funding Tupuna Maunga Authority to cut down mature trees is counterintuitive to the city's "Urban Ngahere Plan" goal to increase the tree canopy to 30%. The removal of 'Tree Protection' has decimated our engendered nature bat population by 70% in 10yrs. Treescape was paid \$722,461 for Mangere Mountain and \$917,800 for Mt Wellington (LGOIMA) for 'exotic' tree removal. Stop this bird habitat removal.



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2b. Is there anything you would spend less on?

Disband Panuku, they undersell our assets and their Social Engineering of Town Centres always fails

Disband Tātaki Auckland Unlimited, as events are organised by most CCOs, Local Boards, Community Facilities. Bring key personal into Community Facilities.

Cut Tupuna Maunga Authority's budget for cutting down trees

Do not let Maori Outcomes fund any tree removal

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

Stadium Dominos

As Auckland intensifies, all areas need their own amenities. The non-viable waterfront stadium appears to be part of a real estate land-grab by defunding Eden Park. The domino effect, starting with moving cricket from Eden Park to Western Springs replacing Speedway, including the unnecessary \$20M demolition of North Harbour Stadium to sell the land, after TAU ran it into the ground.

Disband TAU.

Consider Eden Park as the management for North Harbour Stadium so that can tie events at both Stadiums together. Smaller bands at NHS, practice grounds for larger events, etc. multi-discipline sporting arena

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



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Tell us why:

Stop the Slush Fund

Our 'once-in-250-year-flood' and ongoing unpredictable weather are cause for concern. We can guarantee our long-term financial resilience for a rainy day, only if we resurrect the highly competent 'Auckland Council Investments Ltd' to manage our \$2.3B Council's assets, instead of Panuku. Those inter-generational investments are our 'Future Fund'. Selling and cashing up would result in a 'slush fund' that would be spent, as happened with the \$400M 'Diversified Asset Fund' inherited from the ARC.

Enough 'Future Investment'

Aucklanders are afraid to come into the city they paid to renovate - the Viaduct, Wynyard Quarter and CRL. The 'City of Sails' has turned into a 'city of orange cones'. Time to stop the construction zone and experience the good, bad and the ugly decisions, allowing ratepayers to access and enjoy the city they financed. The 'Centre City Master Plan' must go along with Panuku. They are responsible for turning our Civic Centre into a maze and creating a \$20M fine trap for AT; narrowing Queen Street, K Rd and arterial roads to single lane causing congestion; and dividing the city in two with the Victoria St Linear Park.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

They're lining up to lease our Auckland Port from Dubai to NZ Superfund. WHY? Because there's obviously a lot of money to be made. Giving this profit to foreign investors is foolhardy, when we could use it to reduce our \$12.4Billion debt.

Port Turnaround

By mainly importing, the Port has a low carbon footprint. It has paid Council a \$20M six monthly dividend. Their 'Statement of Corporate Intent' predicts continued profits. This revenue-returning-asset could generate more by building a larger cruiseliner wharf, keeping Bledisloe Wharf for expansion and operating the ferries.



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4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

75% continue to use it to fund council services

25% invest in the proposed Future Fund

The rest of the Future Fund to be all the assets from Panuku in a trustworthy in-house group eg resurrect the highly competent 'Auckland Council Investments Ltd' to manage our \$2.3B Council's assets, instead of Panuku

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Yes to self insurance

Leave the Council's shareholding in Port as is.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

Transfer Captain Cook and Marsden Wharves to AC only if the price is right and NOT for a stadium

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



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Tell us why:

It will allow the Port to expand and therefore make more profit for AC under the current management. Extend the cruiseliner wharf at right angles off the end of Bledisloe with access to the city via customs on the wharf

6a. What do you think of these proposals?

<p>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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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</p>	<p>Support</p>



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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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
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Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Fairly Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Fairly Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

Protect heritage. Don't do Plan Change 78.

Assess heritage to be added to the register eg double hump eel bridge in Western Springs Lakeside park, protect an area of pre1944 bungalows in Grey Lynn, Ponsonby and Westmere. There are some very interesting br

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?



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All grants that have been going through Local Boards to ongoing community activities, arts and sports need to move to a register held with AC so that these organisations don't need to keep applying. This will ensure fairness across all regions and stop double and triple dipping from the likes of "bike Auckland who have received funding through various local boards, AT and environmental grants through Planning, Environment and Parks.

The Boards only need to deal with special grants and one off grants.

The WLB is totally dysfunctional and has consistently ignored community unless it fits with City Vision doctrine. They and some other boards have lost their way and forgotten that they are the conduit between communities and Council. Consultation is 'Fake and Flawed' instead of inclusive. ALL Boards throughout Auckland should have open workshops that are videoed for public access. They should be regular public meetings on local issues. There should more communication before decisions are made and negotiations rather than 'doubling-down' that the council legal department tends to do, to avoid litigation, legal costs and a fund set up for community / environment should it get to legal proceedings so that the Western Springs and Erebus debacles do not occur again.

The Budget talks about going against the community and referring to AT 'Waitemata Safe Routes' and 'Strand Optimisation'. Community have said NO to WSR with 2 petitions (2462 online and 1027 hand written) and the Strand needs redesigning to put freight first and to fix St George's Bay Rd intersection (I have designed a solution)

8. Do you have any other comments?

Rubbish Decision

Adding recycle bins rather than removing bins from parks and beaches would allow less frequent emptying. Who wants to take bagged dog poo home to their household bins? Consistency issuing the whole of Auckland red top wheelie bins, with larger bins for households over 4 inhabitants, and weekly collection of smelly food scraps, could reduce collection to fortnightly.

Bin the Centre City Master Plan and stop any inner city renewals until after the CRL is opened and everything is reassessed. Remove the cones from the City and let the ratepayers who have paid for it, actually enjoy the City and welcome the whole region into the Super City.

Restructure Local Boards. Move grant rounds to a list of community activities, arts and sporting activities who are funded yearly so that there isn't disproportionate funding as



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has happened with Bike Auckland. Make them consult with community on big issues so that we don't waste \$ on another Erebus or Western Springs.

Don't support Auckland Transport with 'Traffic Calming', 'Play Streets', 'Slow Streets' instead repair footpaths and roads

No to Maori Outcomes \$171M as they are considered in every decision



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Specifically, fix all potholes on AT roading network and liaise with Waka Kotahi to ensure the potholes on their networks are also done by engaging in two-pronged approach. Could even credit to each other work they do on he other network up to a certain threshold. Need to maintain AT priority as this is about keeping the most important and largest city in business. All motorists affected by potholes are at risk of



#13747



damage to their vehicles and the potholes themselves can be a hazard when motorists try to avoid them despite oncoming traffic or parked cars or even pedestrians for that matter. People's lives matter.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

No new construction projects for five years, fix anything that needs fixing. Don't fix things that aren't broken - maintenance is important though

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Make ped x'ings more noticable. Higher penalties for not going slow enough ie create 10km signage indicating must not exceed within less than 20 metres or more than that.

Th T2 and T3 lanes could be all T2 plus T3

2a. Is there anything you would spend more on?

More signage for pedestrian crossings

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

allow for much more community use of the stadium at rates they can bear



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4a. What is your preference on the proposal to establish an 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:

Need funds injection to provide assurance that future needs can be addressed and should not be a slush fund for all needs being met at the time of a critical disaster. Should also be thresholded and with caveats that forbid use for other things. Who knows how much is a reasonable amount to set aside?

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:

It is a long time but upfront would provide ready starter for AFF. Are there any other payments along the length of this term that a lessee ought to pay?

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

Who knows what will happen sooner or later? A volcanic eruption hasn't happened yet - well not in the last little while. But who would have thought Christchurch's earthquakes would happen. Mt Ruapehu would erupt. The list can go on.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:



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5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

No new developments of any kind for five years big or small. Keep control. Can look at it again in 3 years time.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

No new developments including "public benefits" for five years but look at it again in 3 years time

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>



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<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	I don't know
<p>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.</p>	I don't know
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I don't live in the other areas and couldn't seriously comment

As for schools they seem to have to be supported.



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Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important



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<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	<p>Very Important</p>

Tell us why

No new developments including no new civic space.

Deliver to all parts of Waitemata not just Newmarket ie youth programmes

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

improving libraries so long as across Auckland wider framework

we need higher level input if membership of Local Govt NZ can provide better representation of Auckland's interests and challenges

8. Do you have any other comments?

funding policy too complex for me to think about in the next 10 minutes before submitting this

CCO's need to be checked probably to see if they are on track



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Borrow more to start funding infrastructure needs for the long term, run the council as a public entity and borrow for long term projects rather than running it like a business - this is a publicly funded enterprises, it's not meant to be run like a publicly traded company!



#13753



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?

Support all of the proposal

Tell us why:

Public transport investment and 15 minute walkable city designs to further reduce car congestion on roads unnecessarily

2a. Is there anything you would spend more on?

Public transport investment and 15 minute walkable city designs to further reduce car congestion on roads unnecessarily

2b. Is there anything you would spend less on?

None, Auckland is struggling due to underinvestment as it is

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Poor Stadium location and transport options/infrastructure

Refer to other regeneration projects like in Detroit or Cleveland that turned Stadium grounds and parking into a new community/town centre with dense housing and shops/businesses and community space/parks

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#13753



Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

Stop selling our shares unnecessarily when you can just borrow against our councils excellent credit rating

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?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#13753



5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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.	Support
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).	Support
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.	Do not support
Re-introduce recycling charges for schools.	Do not support
Continue the planned roll out of rates funded refuse collection to the North Shore, Waitākere and Papakura in	Support



#13753



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Borrow more to fund future long term infrastructure projects

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?



#13753



Deliver a new civic space at 254 Ponsonby Road.	Fairly Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Fairly Important
Phased delivery of improvements for Heard Park.	Fairly Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Fairly Important
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Fairly Important

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

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?



#13770



2. What do you think of the transport proposal?

Support all of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an 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?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#13770



Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#13770



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Do not support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Do not support
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	Support



#13770



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Very Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	I don't know
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	I don't know
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	



#13770



<p>Support local communities to develop Emergency Planning & Readiness Response Plans.</p>	
<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Environmental initiatives

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#13781



Reducing sloppy, poor quality work that requires re-doing (eg, roading, crossings).
Reducing the apparent lack of coordination between agencies dealing with the same place. Less inefficient running of council itself - eg, reducing unnecessary restructuring.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

It is not difficult to pay on public transport. So why introduce a new system that is bound to be costly.

As one with an AT hop gold card, I would support paying 3-6pm.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

Installing indicator boards. Increasing numbers are either out of order, or have been disconnected. This would have to cost thousands.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

Obviously needs to be considered in the context of current use, and the region's needs overall - taking into account estimated population growth.

4a. What is your preference on the proposal to establish an 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:



#13781



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#13781



<p>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.</p>	Support
<p>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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Do not support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	



#13781



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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?

Would be encouraging to see some provision of incentives to, eg, encourage developers to retain existing trees or plant replacements,



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	
Economic and cultural development	Do less
Council 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?



#14091



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

It makes no sense to demolish this facility it needs maintenance and good management and is one of the only facilities of its type on the North Shore.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#14091



4c. If the council continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.



#14091



<p>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.</p>	<p>Support</p>
<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



#14091



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



#14091



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

The most important local maker is the remediation and seismic strengthen of the institute this project should be given top priority over all the other projects. For instance, the civic space of 254 Ponsonby Road should be ranked at a lower priority given

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

The Leys was closed in 2019 and at the same time proposals to close other libraries e.g. Grey Lynn, point chevalier (to be demolished) are being considered. The fund to fix the seismic is the was supposed to be allocated for a larger fund we all hope that these funds are still available.

The Leys restoration is currently young through the procurement process which will "enable the design to be progressed" according to the council. However, we are aware that the name not been engaged and there is no urgency in the process. Progress on the ley's restoration will be a major issue in the next local board, elections and the locals are watching for a conclusion the people in the inner suburbs have been without their special library service in the leys for over 4 years and the building is slowly deteriorating through lack of maintenance.



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#14132



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Cycleways. Free bus fares for 12 and under. Shuttles for areas not served by regular bus and train

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:



#14132



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
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#14132



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>I don't know</p>



#14132



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?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.

Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.

Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.



#14132



Supporting our community groups with funding, information, learning new skills and building their capability and networks.	
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	
Working with the community on activations in the Mt Albert Civic Square.	
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

This document is WAY TOO LONG with TOO MUCH INFORMATION TO DIGEST. Some of the language is too difficult to understand and I have a PhD!

Overall I endorse more funding for public transport, walking, cycleways and local arts and community events.



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): Equal Justice Project

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

I don't know

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council 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?



#14137



Tell us why:

2a. Is there anything you would spend more 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:



#14137



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#14137



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 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?



**SUBMISSION TO
AUCKLAND COUNCIL LONG TERM PLAN 2024/2034 (10-Year Budget)
ON CLIMATE ACTION**

28 March 2024

Introduction

We make this submission to the Auckland Council Long Term Plan 2024/2034 (10 Year Budget) ('LTP 2024/2034') on Climate Action on behalf of the Equal Justice Project (EJP) at the University of Auckland. The EJP is a non-partisan pro-bono charity that utilises law students' legal training and knowledge to advocate for change in our community. We seek to promote effective climate action in Auckland.

The Intergovernmental Panel on Climate Change (IPCC), in their Sixth Assessment Report, released on March 20, 2023 at the Panel's 58th Session, declared:

"Global warming is more likely than not to reach 1.5°C between 2021 and 2040 even under the very low GHG emission scenarios (SSP1-1.9), and likely or very likely to exceed 1.5°C under higher emissions scenarios. Many adaptation options have medium or high feasibility up to 1.5°C (medium to high confidence, depending on option), but hard limits to adaptation have already been reached in some ecosystems and the effectiveness of adaptation to reduce climate risk will decrease with increasing warming (high confidence)."

Climate scientists are warning that some impacts of climate change are so severe they cannot be adapted to. Not only is there is an over 50% chance that global temperature rise will reach or surpass 1.5°C between 2021 and 2040, it is likely it will happen sooner.

As you have stated, Tātaki Auckland Unlimited plays a key role in the implementation of the economy section of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and in contributing to Auckland Council's emissions reduction target of 50% by 2030.

We wish to comment, in particular, on two issues regarding the LTP 2024/2034: Specific emissions reduction opportunities for Auckland Council Group; and

Specific emissions reduction opportunities for Auckland Council Group¹

Section 2.2 of the LTP 2024/2034 Supporting Information document notes that the Auckland Council Group (Auckland Council and its CCOs, excluding Ports of Auckland) has committed to a 50 per cent reduction in operational GHG emissions (also referred as scope 1 and 2) by 2030 compared to those in 2019, and net-zero emissions by 2050. Ports of Auckland has also committed to net-zero emissions by 2050.

As part of the LTP 2024/2034 development, a specific package was designed to meet the 50% reduction (scope 1 & 2) for AC group by 2030 and lay the path towards the net-zero emissions by 2050. This package was developed excluding POAL and Watercare.

¹ Long Term Plan 2024/2034 (10-year Budget) Supporting Information, pages 3-26. [Link](#)

This expenditure package supports the Emission Reduction Plan and mostly targets actions that provide a good return on investment.

This Emission Reduction Plan is expected to deliver significant cost savings, particularly in relation to reducing our energy use, by installing solar panels and transitioning to electric alternatives across our asset portfolio and activities.

Below are the actions identified, of which the GHG savings, CAPEX and OPEX expenditures and savings have been estimated. Such plan would need to be monitored and updated regularly to adjust to the changing environment and conditions under which AC operates, as well as to reflect any decisions taken after the consultation (e.g. reduction of our asset portfolio) or external factors (e.g. energy cost, ...).

- Replace gas boiler from the Wintergardens with a biomass boiler (wood pellets) – This action is already funded and underway
- Reduce live stock across all Auckland Council farmland • Plant an additional 200ha of unproductive farmland
- Apply regenerative farming on all Auckland Council farmland (1200ha) and seek to convert to organic farming
- Refrigerant Phase out from Auckland Council owned buildings
- Reduce the use of fertiliser and use alternative low carbon fertilizers and products in sports fields • Aquatic Centres : Phase out gas boilers and implement energy efficiency improvement projects – This action is partially funded and underway (for some aquatic centers only) and would cover 11 Aquatic Centers out of the 28 owned by AC
- Installation of solar panels across several AC buildings and assets to reach around 20MW solar capacity by FY 2033/2034
- Corporate property Energy Efficiency Improvement Projects
- Te Wharau o Tamaki/ Auckland House - Energy Efficiency and Boiler Upgrade Projects
- Implement Energy savings through eco-advice across our community buildings and facilities
- Reduce travel by flight through a low carbon travel policy and a flight levy
- Fleet Decarbonisation (across Auckland Council Group) - This action is already funded and underway
- Implement a power purchase agreement to source 100% Renewable Energy for the remaining energy demand not produced by Auckland Council solar projects
- Mt Smart Stadium: Replace two natural gas boilers with one wood pellet boiler. 23 Section one: Our key strategies 1.2 Summary of the climate findings
- North Harbour Stadium: Replace two 94kw natural gas boilers with hot water heat pumps. Replace 800kw natural gas boiler with one wood pellet boiler.
- AAG Café, Zoo Café and Aotea Centre: Replace gas stoves, ovens and fryers with electric stoves, ovens and fryers.
- Aotea Centre: Replace gas patio heaters with electric patio heaters.
- Implement Energy metering and Energy Management System to further track and reduce energy consumption.
- Implement actions to reduce travel and freight emissions
- Energy switch in Westhaven and Wynyard Quarter
- Extra resources to implement the actions across the organisation, monitor and report the results.

We welcome these actions, but are very concerned that Auckland Council's current Emission Reduction Plan would require a CAPEX investment (over 10 years) of around \$76m (of which around \$70m is currently unfunded). In other words, only \$6m of the \$76m is currently funded.

We implore Auckland Council to prioritise and fully fund its Emission Reduction Plan.

Sustainable finance²

As noted in the LTP 2024/2034, growing Auckland Council’s sustainable finance programme is one of the ways the council can respond to the risk of Inability to access capital and other financial products affordably and easily as a result of climate change.

Auckland Council has been issuing green bonds since 2018 and expanded its sustainable finance programme in 2022 to include the use of sustainability-linked financial products. As a signatory to the C40 Divest/Invest declaration, the council has committed to issue the majority of its debt through sustainable finance mechanisms. As a growing part of debt capital markets, sustainable finance products give access to a wider pool of investors and pricing can be more attractive. To meet the growing demand for these financial products, the council should ensure that as many as possible of the assets council invests in meet the council’s green bond and loan eligibility criteria set out in Auckland Council’s Sustainable Finance Framework 2023.

The eligible asset criteria are in line with applicable market standards and are amended regularly to reflect evolving science and policies. Of concern is that the LTP 2024/2034 says that currently, Council does not have enough assets on its books that meet the applicable criteria to enable council to raise all of our debt in a green format.

The council has made public commitments around sustainability and the need to focus on adapting to climate change. The LTP 2024/2034 says that if council’s capital investment programme is not delivering sufficient assets that meet the green bond criteria, council will not be able to continue to offer green bonds and other sustainable finance products in key financial markets. “This creates a risk that access to the financial markets becomes more restrictive and expensive and we suffer reputationally.”

We are very concerned that council’s capital investment programme is not delivering sufficient assets that meet the green bond criteria and that council risks not being able to continue to offer green bonds and other sustainable finance products in key financial markets. We are further concerned that this creates a risk that access to the financial markets will become more restrictive and expensive and that Auckland Council will suffer reputationally.

We implore Auckland Council ensure that council’s capital investment programme is delivering sufficient assets that meet the green bond criteria.

[Redacted text block]

² Long Term Plan 2024/2034 (10-year Budget) Supporting Information, page 177. [Link](#)



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Vapes, alcohol and other 18+ items bad for health.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#14180



Food and attractions like pools and theme park etc.

2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

Faster public transport to get to school on time

2a. Is there anything you would spend more on?

Cars, devices

2b. Is there anything you would spend less on?

Fuel, food essentials

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

The stadium is fine the way it is.

4a. What is your preference on the proposal to establish an 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:

So we can fund for the future of New Zealand



#14180



4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

I don't want things to get more expensive

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

To help the future of Auckland

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

No other feedback

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

I think it would be used more if it were given to public benefit

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#14180



Tell us why:

Public benefit would be more useful.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>



#14180



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

No other feedback

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
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#14180



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

I want communities to be good and safe

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

No 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

You need bigger buses mainly 105 and 11T AND 11W

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Pools need to be free a burger doesn't need to be way cheaper



#14183



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

More buses need to be bigger

2a. Is there anything you would spend more on?

Bus card

2b. Is there anything you would spend less on?

My bus card fee

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

Because its alright.

4a. What is your preference on the proposal to establish an 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:

IDK

4b. Which option do you prefer for the future of Port of Auckland?



#14183



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

i DON'T KNOW

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Because

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

No

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

There's already ships docks everywhere. I wanna see more frees

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years



#14183



Tell us why:

More frees in the city

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Other</p>
<p>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.</p>	<p>Do not support</p>



#14183



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

I don't know

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
---	--



#14183



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

I don't know

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

No



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council’s Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Water, drains parks, transport

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Road works



#14205



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

It'll make it easier to get to school

2a. Is there anything you would spend more on?

Faster, reliable

2b. Is there anything you would spend less on?

Speed bumps

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

I support all cause. My aunty played there

4a. What is your preference on the proposal to establish an 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:

IDK

4b. Which option do you prefer for the future of Port of Auckland?



#14205



I don't know

Tell us here:

IDK

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:

IDK

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

IDK

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

IDK

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

IDK



#14205



6a. What do you think of these proposals?

<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>



#14205



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Other
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

IDK

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?

IDK



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): Wynyard Quarter Transport Management Association

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council 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?



#14245



Tell us why:

WQ TMA noted that there was little mention of how Auckland Council plans to meet the reductions in greenhouse gases which were set out in Transport Emissions Reduction Pathway (TERP). This plan seeks to reduce Auckland's transport emissions by 64% by 2030.

2.3 WQ TMA supports the concepts of looking for new tools to raise revenue, such as time of

use charging, and increasing parking fees and parking fines.

2.4 Page 19 mentions "an integrated transport plan" for Auckland. As yet no plan has been

consulted on or produced, therefore a clear direction is missing.

2.5 Page 23 WQ TMA seeks clarification on "the Auckland Deal". WQ TMA supports the plans to

restore Eke Panuku's development fund to enable faster and better regeneration outcomes.

2.6 Page 25 has two statements listed which appear to be at odds with current Government

thinking. These are "more investment in residential speed management" and "developing

urban cycleways and walking connections to support greater mode shift and reliance on

cars".

2.7 Page 32 "growing revenue from public transport, parking and enforcement, including an

increase in the number of paid parking areas and charge for some park and ride spaces"

Revenue will increase as PT patronage increases but fares need to remain affordable –

having a \$50 fare cap per week will help but there is no certainty around when that will



#14245



start. As fares increase that \$50 cap will be achieved by more Aucklanders, costing AC more each year. WQ TMA support increasing fines relating to parking and increasing enforcement.

2.8 Page 33 Charging PT users for Park and Ride parking could move people back into cars.

Could those who park at park and ride sites, but are not using PT (such as Constellation Drive

on the North Shore, heavily used by local staff) be excluded from the car parks.

2.9 Page 33 mentions removing underperforming bus services but what about underperforming

ferry or train services?

2.10 Page 33 “introduce premium fares for some ferry services that are expensive to operate”.

WQ TMA would like details of which ferry services might be included in this proposal.

2.11 Page 33 “investigate the feasibility of a low-cost bike ferry connecting Northcote and the city

centre” where has this concept come from? There seems little point in investigating options

for which there is no funding allocated.

2.12 Page 33 Consider adding in reductions in emissions from public transport as a performance

measure.

2.13 Page 34 The highest number of commuters travel by bus to Wynyard Quarter (38% in 2023)

so accelerating the electrification of buses would help to reduce commuter emissions (MfE

Scope 3 for businesses)

2.14 Page 34 WQ TMA supports the removal of the Council subsidy enabling Gold Card customers

to travel in the afternoon peak times. This would save money and congestion on PT at afternoon peak times. Gold Card customers have choices about their travel time and



#14245



commuters and those in education often don't.

2.15 Page 43 WQ TMA strongly supports the restoring of Eke Panuku's \$100 million Strategic

Development fund, and the phased transformation of Wynyard Point as outlined in Te Ara

Tukutuku.

2.16 Page 47 events and activations are critical for the economic well-being of Wynyard Quarter,

bringing in visitors, economic spend and bed nights. Without AC supporting events

businesses in the area will suffer and the overall ambience and offering will decline. Increasing the numbers of electric buses will lead to greater reductions in carbon emissions

per person as more commuters in Wynyard Quarter travel by bus than any other mode.

3.2 No specific mention of reducing AT On Demand services although WQ TMA understands this

scheme has been cost heavy since its' inception

3.3 Mention is made of increasing enforcement and parking fines. WQ TMA are supportive of

these measures but would encourage a more agile approach to parking whereby in some

areas all day parking is precluded in favour of short stay only. Currently if you want to park

all day you can but WQ TMA would like to see time restrictions in specific locations.

3.4 When the transition to a national ticketing system takes place, what impact will that have on

schemes such as Fareshare (where employers subsidize PT travel for their staff) and will HOP

card still be needed.

3.5 AT needs to do a better job of communicating with PT passengers during times of crisis, such



#14245



as bad weather events. Public satisfaction with AT comms should be a measure to monitor

performance.

3.6 The proposals as they are set out, seem to suggest some things must stay if others go, it

looks like an all or nothing approach. What could be better is a clearer understanding what

Aucklanders's priorities are and starting from that point.

3.7 One major connection point in Wynyard Quarter is in dire need of replacement. WQ TMA

would like to see funds set aside to replace the current Te Wero Crossing within the next 3

years. The bridge is featured on page 52 of the report and has had maintenance issues for

the past few months, leaving it closed for land-based modes.

3.8 WQ TMA would like more details around where the Climate Action Transport Targeted Rates

are being allocated.

2a. Is there anything you would spend more 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)?



#14245



Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

6a. What do you think of these proposals?

<p>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</p>	
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#14245



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 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,	



#14245



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

See attachment



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Rubbish: more pick up days

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#14622



n/a

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)?

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:



#14622



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#14622



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 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: Waitemata

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	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

n/a

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

n/a



#14732



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

n/a

2b. Is there anything you would spend less on?

n/a

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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



#14732



Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

n/a

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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

Do not support



#14732



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Do not support
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).	Do not support
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.	Do not support
Re-introduce recycling charges for schools .	Do not support
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.	Do not support
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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025,	Do not support



#14732



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

n/a

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

I don't know

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

No

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Parking permits, fines, etc.



#14780



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Think it is good

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:



#14780



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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	



#14780



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	



#14780



6b. Do you have any other feedback on the proposals in question 6a, the changes to our 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

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?

Free parking and buses



#14794



2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

Give back to moari



#14794



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Other

Tell us here:

As above

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

as Above

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>I don't know</p>
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#14794



<p>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.</p>	
<p>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).</p>	Support
<p>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.</p>	I don't know
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	I don't know
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	I don't know
<p>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</p>	I don't know



#14794



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?

Waitematā

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	Do less

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

No

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

yes



#14802



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

I like it

2a. Is there anything you would spend more on?

No

2b. Is there anything you would spend less on?

No

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

get rid of them

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

You get enough money already



#14802



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

***** the AK future fund

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

As stated above

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Future fund is greedy

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

You've got enough

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area



#14802



Tell us why:

Get on of it

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>



#14802



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

No

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?

No



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

I don't know

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?



#14810



I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know



#14810



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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#14810



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).	I don't know
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.	I don't know
Re-introduce recycling charges for schools.	Do not support
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#14810



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

More public sports facilities

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Consultation efficiency



#14820



2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

More efficient traffic management

2b. Is there anything you would spend less on?

Cycle lanes

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:



#14820



Transfer back to original owners

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

back to maori

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
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#14820



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p></p>



#14820



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?

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	Do less
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	Do more
Council support	As proposed

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?

Support most of the proposal



#14934



Tell us why:

2a. Is there anything you would spend more 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?

I don't know

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:



#14934



4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Other</p>
<p>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.</p>	<p>Other</p>
<p>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</p>	<p>Other</p>



#14934



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.	Other
Re-introduce recycling charges for schools.	Other
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.	Other
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.	Other
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Other

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?



#14934



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?

Support most of the proposal



#14949



Tell us why:

2a. Is there anything you would spend more 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)?

I don't know

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?



#14949



Tell us here:

5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#14949



businesses and raises the share paid 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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	Do less

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?

Sop prioritizing bikes over cars. Auckland will always be a car city. The only hope for public transport is self driving cars. Stop climate change initiatives, it's a waste of time and money. Prepare to live with the change, we cannot stop it



#14965



2. What do you think of the transport proposal?

Do not support most of the proposal

Tell us why:

stop creating unnecessary congestion by removing car lanes. Give us our street parking back

2a. Is there anything you would spend more on?

roads for cars, car parks. Remove excessive table tops

2b. Is there anything you would spend less on?

public transport. our geography and weather do not make it viable

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

no one uses it as is

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Other

Tell us why:

Sell the investment and pay off debt. if the cost of capital is higher than the return



#14965



4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

If the cost of our debt is higher than the return per dollar on the port land then sell it and reduce debt

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

I'm sorry but I don not trust you to spend our money wisely. We want the basics done well. Rubbish collection, roads, get that right before you attempt vanity projects

5a. What option do you prefer for Captain Cook and Marsden wharves?

Other

Tell us why:

look at the returns to Auckland vs your cost of capital. Then make a decision

5b. What option do you prefer for Bledisloe Terminal?

Other

Tell us why:



#14965



as above

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#14965



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I do not support most priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	
Continuing our environmental work through tree planting, parks restoration, supporting	



#14965



volunteer pest control and planting groups and helping community climate action through our Climate Activator.	
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	
Working with the community on activations in the Mt Albert Civic Square.	
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	

Tell us why

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?

Stop changing home owners to park outside our own residential property ie parking permits



#14981



2. What do you think of the transport proposal?

I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

Other

Tell us here:

return the land back to iwi ngati whatua



#14981



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

NO

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

I don't know



#14981



<p>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.</p>	<p>I don't know</p>
<p>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).</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>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</p>	<p>Do not support</p>



#14981



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?

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do less
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Traffic control

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

parking



#14991



2. What do you think of the transport proposal?

Support most of the 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?

Change the operational management

Tell us why:

more events

4a. What is your preference on the proposal to establish an 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#14991



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#14991



<p>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.</p>	Support
<p>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).</p>	Support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support
<p>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</p>	Support



#14991



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



#14991



<p>Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.</p>	
<p>Support local communities to develop Emergency Planning & Readiness Response Plans.</p>	
<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

nah

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#15034



unnecessary roadworks

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I don't like the idea of paying more tax to drive

2a. Is there anything you would spend more on?

a house

2b. Is there anything you would spend less on?

petrol

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

we need the port

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

Tell us why:

6a. What do you think of these proposals?



#15034



<p>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.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#15034



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	



#15034



Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	As proposed
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

protecting heritage areas and native trees

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?



#15063



Support most of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#15063



4c. If the council continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#15063



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#15063



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?

Waitematā

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

protecting heritage buildings. talk to community before making decisions that affect them ie cycle lanes, swimming pools, libraries

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#15072



2. What do you think of the transport proposal?

Support most of the 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?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#15072



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
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#15072



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#15072



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



#15072



<p>Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.</p>	
<p>Support local communities to develop Emergency Planning & Readiness Response Plans.</p>	
<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

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	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

support local iwi

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

giving investors and real estates less power



#15080



2. What do you think of the transport proposal?

Support most of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

keep shares in NZ

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#15080



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

keep power in nZ

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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.

Do not support



#15080



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#15080



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



#15080



<p>Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.</p>	
<p>Support local communities to develop Emergency Planning & Readiness Response Plans.</p>	
<p>Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.</p>	

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

illegible

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#15210



illegible

2. What do you think of the transport proposal?

Support most of the 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?

Keep the stadium precinct as it is

Tell us why:

4a. What is your preference on the proposal to establish an 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#15210



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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 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.</p>	<p>Support</p>
<p>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</p>	<p>Support</p>



#15210



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).	Support
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.	Do not support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Do not support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#15210



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	



#15210



Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

no

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

I don't know

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#15226



I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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?

I don't know



#15226



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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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 residential property by around \$6.53 and \$17.10 for the average value business property.	



#15226



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?



#15226



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: Waitemata

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?



#15229



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Keep our port public - keep it owned by Aucklanders

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#15229



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15229



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	As proposed

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?



#15288



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

making it easier to get from place to place

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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?

I don't know

Tell us here:



#15288



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Other



#15288



<p>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.</p>	<p>Other</p>
<p>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).</p>	<p>Other</p>
<p>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.</p>	<p>Other</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Other</p>
<p>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.</p>	<p>Other</p>
<p>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.</p>	<p></p>
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>Other</p>
<p>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</p>	<p>Other</p>



#15288



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

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?

reduce public transport fares.



#15455



2. What do you think of the transport proposal?

Support all of the proposal

Tell us why:

I support it because it makes the public transport faster and more reliable and convenient for public.

2a. Is there anything you would spend more on?

no

2b. Is there anything you would spend less on?

Yes I would like to spend less on bus and train fares.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:

because I believe if you proceed with the proposal it would be for the betterment and welfare of the Aucklanders.

4b. Which option do you prefer for the future of Port of Auckland?



#15455



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

because if continue it will deliver more profit and dividends for aucklanders

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

because continuing to fund council services will benefit the public, creates more jobs and improves the wellbeing of the people

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

i dont have any feedback

5a. What option do you prefer for Captain Cook and Marsden wharves?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:



#15455



it is important keep bledisloe as an operational area

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>Introduce the Franklin Local Board Paths Targeted Rate of \$52 per SUIP (Separately Used or Inhabited Part) to provide</p>	



#15455



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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

i believe it will be okay with the natural environments

Local board priorities

7a. Which local board area does your feedback relate to?

Albert-Eden

Albert-Eden Local Board Priorities

7b. What do you think of our proposed priorities for Albert-Eden in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Celebrating different people and cultures, bringing people together with fun and engaging activities, and reducing barriers for those who might struggle to connect with council or others in the community.	
--	--



#15455



Continuing our environmental work through tree planting, parks restoration, supporting volunteer pest control and planting groups and helping community climate action through our Climate Activator.	
Planning for how our parks and open space can respond to growth, making the most of what we have, balancing different uses and connecting green spaces together.	
Supporting our community groups with funding, information, learning new skills and building their capability and networks.	
Settling in at the new, medium-term location for the Pt Chevalier library and continuing to investigate what the long-term library solution might be and how we will fund it.	
Working with the community on activations in the Mt Albert Civic Square.	
Making our parks rubbish-bin free to minimise waste and improve environmental and climate outcomes.	

Tell us why

will be beneficial for the community

7c. What do you think of the Albert-Eden proposed priorities for the 10-year budget 2024-2034?

thank you

8. Do you have any other comments?

no



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Affordable houses

Effective and sustainable recycling. Reducing landfill

Less golf clubs

Support food in schools



#15483



1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

As mentioned above

More public transportation solutions and less private transportation funding, including roads

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Pedestrian and cycle lanes everywhere including on the harbour bridge smallest and electric buses travelling all roads of the neighbourhoods

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

It seems a good idea for Auckland future

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



#15483



Tell us why:

Us citizens of Auckland should not sell the airport because it is and will be a very good asset.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

The port too is a great asset for Aucklanders

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I think the council services will provided better advantages to Auckland if funded contrary to the Auckland Future fund

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

For a better future rates should be increased. Property owners, corporates and international businesses should pay more rates



#15483



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

For citizens access.

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>



#15483



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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Taxes on unoccupied houses

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?



#15483



Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemātā including making digital content and place-based stories more accessible.	

Tell us why

Keep up the beautiful job to fund communities and inclusion

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?



#15483



8. Do you have any other comments?

Thanks



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15500



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is

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?



#15500



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 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	



#15500



reduce the 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 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?



#15500



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:

My family utilise these sporting facilities and if you take these away or not upkeep them we'll need to look to move to Australia so our kids can pursue their sports dreams in Australia



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15531



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#15531



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15531



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 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: Waitemata

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?



#15539



Tell us why:

I support the introduction of congestion charges

2a. Is there anything you would spend more 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?



#15539



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 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	



#15539



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.	
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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?

Waitematā



#15539



8. Do you have any other comments?

I don't support Auckland Council becoming an accredited Living Wage Council



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15579



Tell us why:

I support the introduction of congestion charges

2a. Is there anything you would spend more 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?



#15579



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 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	



#15579



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.	
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Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#15579



8. Do you have any other comments?

I support Auckland Council becoming an accredited Living wage Council



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

the need for more advanced railway system which is affordable

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#15613



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

everyone wants faster and affordable transport

2a. Is there anything you would spend more on?

more efficient railway.

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us here:



#15613



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

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?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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.	Do not support
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	Support



#15613



<p>harbours and streams across the region, at a lower amount for next year than previously planned. This reduces this rate 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 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).</p>	<p>I don't know</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	<p>I don't know</p>
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</p>	<p>Do not support</p>



#15613



6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

in every decision the current cost of living needs to be considered.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?

no



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): Gladstone Tennis Club

Local Board: Waitemata

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?



#15634



Tell us why:

2a. Is there anything you would spend more 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:



#15634



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#15634



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 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: Waitemata

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?



#15655



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Dont agree with privatisation of publicly owned assets

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:



#15655



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15655



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 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: Waitemata

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?



#15662



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us 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:



#15662



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15662



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 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: Waitemata

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?



#15663



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and lease the operation of the port for a period of about 35 years and use the upfront payment from the lease to invest in the proposed Auckland Future Fund

Tell us here:

Keep the port away from corporate control return the profits to the city and not some foreign share

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#15663



Tell us here:

Profits to benefit the people

4d. Do you have any feedback on 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 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	



#15663



reduce the 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 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?



#15663



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: Waitemata

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?



#15730



Tell us why:

I oppose the introduction of congestion charges

2a. Is there anything you would spend more 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#15730



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 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	



#15730



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 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?

Waitematā



#15730



8. Do you have any other comments?

I support Auckland Council becoming an accredited Living wage Council



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): Newmarket Business Association

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council 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?



#15739



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

See attachment

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:



#15739



See attachment

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

See attachment

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

See attachment

5b. What option do you prefer for Bledisloe Terminal?

Tell us why:

See attachment

6a. What do you think of these proposals?

<p>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.</p>	
<p>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</p>	



#15739



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 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?

See attachment



#15739



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

8. Do you have any other comments?

See attachment



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: Waitemata

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?



#15741



Tell us why:

I oppose the introduction of congestion charges

2a. Is there anything you would spend more 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)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#15741



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 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	



#15741



reduce the 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 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?



#15741



8. Do you have any other comments?

I support Auckland Council becoming an accredited Living wage Council



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15762



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

I don't know

Tell us here:



#15762



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15762



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 .	
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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.	
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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?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15797



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

It's an asset to Auckland we shouldn't lose.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#15797



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15797



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.	
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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?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15809



Tell us why:

I oppose the introduction of congestion charges

2a. Is there anything you would spend more 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)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#15809



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.	
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Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to	



#15809



reduce the 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 .	
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Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitemata



#15809



8. Do you have any other comments?

I support Auckland Council becoming an accredited Living wage Council



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: Waitemata

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?



#15812



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#15812



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15812



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 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: Waitemata

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?



#15825



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#15825



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15825



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

The three options (central, more, & less) proposed in the consultation are not the only options, the same goes for the corresponding rates rises. For example, we could get much-needed investment in transport services and climate resilience, as stated under the 'pay more get more' option, with a rate rise of less than 14% in year one. There are



#15833



other areas where savings could be made which are not interdependent. The 'overall direction' oversimplifies very complex decisions.

We must prioritise looking after our people and planet by investing in the things that provide us with life's essentials, such as fresh air, clean drinking water, hazard resilient landscapes and basic needs, like accessible transport and a sustainable waste network.

Where I'd like Auckland Council to do/spend more

- Public Transport - Ensure public transport is affordable, accessible, and reliable, prioritising investment in public transport infrastructure over road spending.
- Active Transport - Urgently transition towards low emissions communities by prioritising and increasing, not reducing, investment in walking and cycling infrastructure.
- Water Quality - Re-establish the full funding of the Water Quality Targeted Rate (WQTR) to pre-2023/2024 budget levels to ensure delivery and growth of related work programmes.
- Environment and Regulation - Ensure appropriate funding is allocated to increase monitoring activity of current/active and future resource consents to enable better environmental outcomes.

As well as the options provided in the structured consultation, I would also like the Council to do more of the following:

- Protecting and working with communities by continuing to prioritise the funding and delivery of Making Space for Water in partnership with Central Government.
- Ensuring adequate support for community and social services, including contestable grants (such as the Climate Action Grant), the Live Lightly programme, the Communities in Need programme, and supporting work on Council land and marae. This can be achieved by re-establishing pre-2023/2024 budget funding for these areas.
- Supporting frontline, volunteer powered communities by ensuring local boards are adequately funded and grants are available. Grants and investment into community-led services provide great value to Aucklanders. For every dollar that Council invests we get back many more volunteer hours.
- Supporting moves to a circular economy and zero waste, ensuring waste materials are seen as resources to be reused, repaired, repurposed and recycled, and are diverted from landfill.



#15833



- Lowering emissions by becoming a leader in localised renewable energy generation by enabling local integrated energy solutions to support community owned energy groups.

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?

Support most of the proposal

Tell us why:

Auckland Council's Transport Emissions Reduction Pathway sets out actions required to reduce the region's transport emissions by 64% by the year 2030. Transport is the biggest emitter contributing to over 40% of the region's total emissions. Within the transport emissions, 86% come from road transport. This sets a clear directive. We need to get people out of private cars, into buses, trains and ferries and onto cycleways. Failing to understand and action this will result in a continuation of over investment in roading projects and underinvestment in the public and active transport networks. The evidence is there and the evidence is clear.

Regarding the Mayoral proposal, I am encouraged to see initiatives to make public transport more accessible, such as the \$50 weekly cap and introduction of diverse payment options. Another positive is the work programmes which look to improve public transport services, such as network optimisation, expansion of the electric train fleet and completion of the City Rail Link. Unfortunately, alongside these positives, there are some concerns. A couple of examples are; the removal of 'low performing' bus services, and the several references to roading focused projects.

As well as continuing to invest and improve our public transport network, it is essential that the Council urgently supports the transition towards low emissions communities by prioritising and increasing, not reducing, investment in walking and cycling infrastructure.

Cutting "low-value initiatives, including raised pedestrian crossings and expensive gold-plated cycleways" is an ideological move that fails to align with the Council's own Transport Emissions Reduction Pathway. In monetary terms, this means cutting funding for cycleways by \$141.5 million. This makes no sense as we know increasing funding for active transport infrastructure is a smart investment that can benefit the



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economy, the environment, and public health. Cycling is a low-cost, low-carbon and low-impact mode of transport that can reduce congestion, pollution, and greenhouse gas emissions. Cycling also promotes daily, incidental physical activity, mental wellbeing and social inclusion. By improving the safety, accessibility and attractiveness of walking and cycling, more people will be encouraged to choose it as a regular means of travel, creating a virtuous cycle of benefits. This approach also creates better use of existing roading assets by making space for those who cannot choose cycling, walking or public transport.

2a. Is there anything you would spend more on?

I want Auckland Council to spend more on safe, accessible, and attractive active transport infrastructure such as cycleways.

I want Auckland Council to spend more on ensuring public transport is affordable, accessible, and reliable.

2b. Is there anything you would spend less on?

I want Auckland Council to spend less on new roading projects that prioritise private vehicles as the primary transport mode.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

Since the data shows low attendance and utilisation in combination with high costs, it makes sense to re-evaluate and re-align the stadium's future and purpose with the needs of the community.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



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Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The Auckland Airport is a natural asset and therefore should be retained at all costs to benefit all Aucklanders. Also, public money should not be managed through a private fund.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

As above, the port is a natural asset and therefore should be retained at all costs to benefit all Aucklanders.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Council services are a public good and benefit all Aucklanders now.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?



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Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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.	Other
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).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	Support



#15833



businesses and raises the share paid 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 .	Do not support
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.	Support
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 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?

Re-establish the full funding of the Natural Environment Targeted Rate (NETR) to pre-2023/2024 budget levels to ensure delivery and growth of related work programmes.

Revenue gained from NETR affects the delivery of essential projects to protect our biodiversity and taonga species. For example, the rate funds kauri dieback track upgrades, treatment support for landowners with kauri dieback, monitoring of the health of our forests and education for visitors to prevent further spread of the disease and predator control on our islands and the mainland. This work supports the health of our environment, which we need to be healthy to keep humans healthy, by filtering our water, catching and intercepting rainfall, holding our soils and slopes together and cleaning our air. Having spent years with large parts of the track network closed to protect kauri it is important to ensure this work continues as planned to enable safe



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access to our wild places, which are so important for our mental and physical health, and the health of our forests.

Re-establish the full funding of the Water Quality Targeted Rate (WQTR) to pre-2023/2024 budget levels to ensure delivery and growth of related work programmes

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

Other

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



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Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

- Funding and support for community driven environmental work (e.g., habitat restoration, plant and animal pest control).
- Funding and support for community groups that focus on climate action (e.g., waste, active transport, education, etc).
- Growth of

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

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: Waitemata

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?



#15881



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:



#15881



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15881



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 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: Waitemata

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?



#15901



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Do not want to sell our port to offshore

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:



#15901



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15901



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.	
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Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15926



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

A port run on a range of principles by local interests is substantially more likely to provide outcomes that better serve the interests of Aucklanders than a port run for the purpose of return on capital only.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund



#15926



Tell us here:

This allows us to make more meaningful cost benefit decisions about the kind of city we want, attaching port profits to rates cuts just sets up a binary choice for most people and will result in a drive for profit over other also valuable outcomes.

4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	



#15926



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?



#15926



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: Waitemata

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?



#15968



Tell us why:

I oppose the introduction of congestion charges

2a. Is there anything you would spend more 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)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#15968



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 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	



#15968



reduce the 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 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?

Waitemata



#15968



8. Do you have any other comments?

I support Auckland Council becoming an accredited Living wage Council



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#15973



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#15973



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#15973



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 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: Waitemata

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?



#15975



Tell us why:

2a. Is there anything you would spend more 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?

Other

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:

4d. Do you have any feedback on any other part of the proposal?



#15975



Tell us here:

5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#15975



businesses and raises the share paid 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 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: Waitemata

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?



#16017



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16017



rather invest in research to avoid selling a critical asset that create revenue. Learn from bigger countries and implement those ideas

4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to</p>	



#16017



reduce the 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.	
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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?



#16017



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: Waitemata

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?



#16038



Tell us why:

2a. Is there anything you would spend more 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?

I don't know

Tell us here:

Keep ownership of port and consider business cases for alternative uses. The port land is central to the Auckland cultural district and should be treated as part of the city. Ownership and control should stay with Aucklanders.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16038



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16038



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.	
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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?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16051



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Do not lose control of your asset. Take the long term benefits

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund

Tell us here:



#16051



Clearly the government cannot be trusted to fund goings that Auckland needs, so have our own fund to top up project funding

4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to</p>	



#16051



reduce the 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 .	
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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?



#16051



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: Waitemata

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?



#16053



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16053



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16053



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 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: Waitemata

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?



#16076



Tell us why:

2a. Is there anything you would spend more 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)?

I don't know

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

This will ensure the land which is our access to sea and sky outlook in the city is kept for all Aucklanders to enjoy. Not privatised and blocked out by further potential unthought out apartment blocks

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#16076



Tell us here:

If we don't continue to invest in council services there will be no future of Auckland to invest in.

4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	



#16076



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?



#16076



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: Waitemata

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?



#16081



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

As a ratepayer I think it is important that POAL stays owned by Auckland council

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16081



I oppose privatisation of POAL

4d. Do you have any feedback on 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 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	



#16081



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.	
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Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?



#16081



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Maintenace of Heritage buildings such as Leys Institute library in Herne Bay

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#16096



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)?

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?



#16096



Tell us here:

5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#16096



businesses and raises the share paid 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 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 would like council funds (my rates) to include the earthquake upgrades of the Leys Institute library



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16122



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I oppose selling a valuable asset for short term funds. The money will just go to the bottom line and be swallowed up to cover debt and we will have lost the income and value of the income generated from the port.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#16122



Tell us here:

I oppose sale of All shares as this is a valuable strategic asset that is going up in value. I am concerned we would make less income if we lease the port to a private company for a lump sum. We would probably get better value if we retain management of the port. It is short term thinking. Central government needs to step up and come up with a long term plan to fund the infrastructure that we need rather than imposing increasing costs on rate payers. It isn't a sustainable model.

4d. Do you have any feedback on 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



#16122



<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 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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?



#16122



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	Do more
City and local development	Do less
Environment and regulation	Do less
Parks and Community	Do less
Economic and cultural development	Do less
Council support	As proposed

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?

I'd like to see Auckland Council apply a greater level of austerity to the ranger of non-essential activities it's involved in.



#16152



2. What do you think of the transport proposal?

Don't support any of the proposal

Tell us why:

The CRL has introduced uncertainty in terms of long run costs to operate and i'd prefer to see certainty of that outcome before loading ratepayers with the proposed.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct, Change the operational management

Tell us why:

Do what's needed to provide a facility better matched to need and don't perpetuate spending on an under-utilized

4a. What is your preference on the proposal to establish an 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:

Auckland council needs to promote advanced hiking and put i place better suited funding options. The council has assets of very significant value however they contribute negligible rate of return to the benefit of ratepayers.



#16152



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:

As already commented, this is an asset of very significant value however it contributes negligible value to the average ratepayer.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:



#16152



6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>



#16152



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	Do not support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

It would be good to see a measure of austerity in Council actions, and for Auckland Council to stop being everything to everyone.

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

restore Leys institute ion St Mary's bay. Building needs urgent attention

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#16159



Bicycle lanes and raised crossing. Bus lanes that distract cars. Badly designed like top of Newton Rd, K rd enter p rd section

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

Do less

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

Bicycle lanes and raised crossings. Badly constructed bus lanes.

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an 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:

We need the money to keep rates down and fix water pipes

4b. Which option do you prefer for the future of Port of Auckland?



#16159



Retain underlying council ownership of port land and wharves, and lease the operation of the port for a 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?

Continue to use it to fund council services

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?

No change – leave Captain Cook and Marsden wharves to be managed as part of the port operations

Tell us why:

No money and build fancy stadium get our roads and footpaths fixed.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?



#16159



<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>I don't know</p>
<p>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.</p>	<p>I don't know</p>
<p>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.</p>	



#16159



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	



#16159



Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

Resurrect Leys institute Priority 1.

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16161



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

It is already our asset earning good income.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16161



It's a council property giving a return.

4d. Do you have any feedback on 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 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



#16161



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 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?



#16161



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16171



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Major infrastructure like the ports must stay in public hands

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16171



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16171



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 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: Waitemata

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	Do more
Water	As proposed
City and local development	Do more
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

As above

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Na



2. What do you think of the transport proposal?

Support most of the 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?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an 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:

The AFF is excellent however do not sell AIAL shares. To fund the AFF. use the GST and rates monies currently being negotiated with central govt.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#16190



4c. If the council continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

50/50 split both continue and invest

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Ensure the AFF is legally protected and cannot be Squanded

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:

As this could be the 1st stage of shifting the port to its next location

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

Tis could be 2nd stage of shifting the shifts the care storage.

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

Support



#16190



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 residential property by around \$6.53 and \$17.10 for the average value business property.	Support
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).	I don't know
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.	I don't know
Re-introduce recycling charges for schools.	I don't know
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,	



#16190



2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract 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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	



#16190



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

We fully support the restoration and upgrade of the heritage listed Leys Institute AT there lamps Ponsonby. The original deed has funding arranged for maintenance and this fund under council management has been lost and should be reinstated to be available where needed



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Education system, Putting more effort into lower decile schools

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Pay less to the government



#16193



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)?

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:



#16193



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16193



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 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?



#16193



8. Do you have any other comments?

i would invest the money to lower decile schools ETC lunches. School is where learning of the future generation start which is important loc the future and wider society



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16195



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16195



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16195



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 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: Waitemata

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?



#16197



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16197



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16197



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 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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do less (reduce council services/ investment), lower rates increases and less debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

AK Council should/must continue to harass central govt to pick up its share of state highway development, to introduce legislation in parliament where by all govt operated activates i.e. hospitals etc rate payers to AK City Council. return regional fuel tax

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#16200



The amalgamation of the councils in Auckland was sold to AK ratepayers as a main saving for rates payers - By Rodney. Not so!!! How about achieving the savings on originally proposed.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

AK Council must pressure central govt to fund state highway and regional road development

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

The emphasis seems to be on development eden park - badly achieved with train service and bus system. The notation is how to develop something on the waterfront, no consideration given to ratepayers about mt smart or north harbour stadium

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:



#16200



I am strongly against selling the airport shares. Demand the airport pay rates for the land they occupy, the same as the rate payer are expected to do.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Mayor brown came into office arranging the need to shift the port o? Northport because the port would be redundant in 20 years - why has he changed his mind and how would future councils deal with same port redundancy.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Mayor brown came to office arranging he would require the port to pay its shares of rates on the land it occupies - how about achieving that objective.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Port land must be reclaimed under the ownership of ratepayers in auckland and the relevant iwis.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.



#16200



Tell us why:

The biggest mistake in create the CCO's under the AK Council is that AK Council is powerless to direct/change any arrangements - I would segment moving the port / or amalgamating with Northport or Tauranga and work on NZ rail to upgrade rail line in whane

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.	Support
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.	Support
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).	Support
Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by	Support



#16200



businesses and raises the share paid 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.	Do not support
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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#16200



I support all priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

I truly support the restoration and upgrade of the Heritage listed Leys Institution and three lamps Ponsonby. The original deed had funds arranged for the maintenance



#16200



under AK council management this fund has disappeared/ been lost??And should be reinstat

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	Do less
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Footpath repair and maintenance./ Maintenance of trees and removal of plant waste from streets

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#16206



No more cycle lanes along main roads

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)?

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:



#16206



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16206



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 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?

Waitematā



#16206



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	



#16206



Tell us why

Remediation of Leys institute should proceed without delay. Closed at short notice 1 and 1/2 years ago. Much more valuable community asset than civic space at 252 Ponsonby road - a waste of space

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16213



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I oppose privatisation even temporarily. It will lead to higher costs and corporate control of our publicly owned assets.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#16213



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 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	



#16213



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.	
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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?



#16213



8. Do you have any other comments?



Long-term Plan 2024-2034

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Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

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Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council 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?



#16237



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

We don't need to do privatisation Port.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16237



Yes, we will do our best to serve our customers

4d. Do you have any feedback on 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 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



#16237



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.	
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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?



#16237



8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

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?



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

The port is an important part of our local economy. If we lose control of this publicly owned asset, we will see higher shipping costs and at the same time, higher rates due to the loss of revenue to council

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#16248



Tell us here:

We need to invest in our council services and infrastructure. Having income streams such as the port means that we don't have to rely just on rates and increasing these to ensure that we have good services and infrastructure.

4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	



#16248



<p>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).</p>	
<p>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.</p>	
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.</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?



#16248



Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

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?



#16256



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:



#16256



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#16256



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 .	
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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?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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?



#16261



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

We Aucklanders want a say on how things go and don't want this vital port out of our control. Privatisation has never been good for the majority only a few. This is important for all.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#16261



Tell us here:

Privatising is a risky plan. At this stage we can't afford to be slack and not keep it under tight wraps. Too much is unknown, and this area is the right of all. It also goes against Tangata Whenua, by this I mean it broadly speaking to the people of the land.
Protection and responsibility of the people

4d. Do you have any feedback on 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



#16261



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 .	
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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?



#16261



Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

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?



#16267



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

The port is being returned to profitability and efficiency now under the brilliant leadership of Roger Gray. Council perceived financial return is a high risk strategy the moment you hand operational control over to a third party. Short term thinking too for what is a long term game. Why break what isn't broken. For all Aucklanders leave it alone and 'reward' Aucklanders with locally held and the opportunity to take pride in 'our' company

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?



#16267



Continue to use it to fund council services

Tell us here:

For now invest returns into financing Auckland infrastructure- a desperate need and not one ratepayers can realistically finance.

4d. Do you have any feedback on 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 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.</p>	
<p>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</p>	



#16267



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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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6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#16267



Local board priorities

7a. Which local board area does your feedback relate to?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Organisation (if applicable):

Local Board: Waitemata

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?



#16268



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Privatizing POAL operations just means we'll be paying more while ratepayers underwrite any infrastructure costs or losses incurred by an offshore owner. Short term gain for mid term pain.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Invest in the proposed Auckland Future Fund



#16268



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 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	



#16268



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 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?



#16268



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: Waitemata

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	As proposed
Water	Do less
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	Do less

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?

Support all of the proposal



#16272



Tell us why:

2a. Is there anything you would spend more 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)?

I don't know

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?



#16272



Tell us here:

5a. What option do you prefer for Captain Cook and Marsden wharves?

I don't know

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

I don't know

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 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).



#16272



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 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: Waitemata

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?



#16287



Tell us why:

2a. Is there anything you would spend more 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?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

We have overwhelming evidence of what happens when we privatise public assets. But there can be a place for public private partnerships

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services



#16287



Tell us here:

I don't really know enough about the Auckland Future Fund

4d. Do you have any feedback on 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 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	



#16287



reduce the 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 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?



#16287



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

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?



#16290



2. What do you think of the transport proposal?

Support all of the 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?

Change the operational management

Tell us why:

For the community

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#16290



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

for the public

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:

for the public

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

Support



#16290



<p>increases rates for the average value residential property by around \$20.04 and \$152.71 for the average value business property.</p>	
<p>Resume the 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.</p>	Support
<p>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).</p>	Do not support
<p>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.</p>	Support
<p>Re-introduce recycling charges for schools.</p>	Do not support
<p>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.</p>	Support
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	Support



#16290



Increase the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.

Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Franklin Local Board Paths Targeted Rate - Support

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	
Water	Do more
City and local development	Do less
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

more public toilets

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

less high salary staff



#16306



2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

promote public transport and discourage private cars.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

motorways

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

see attached

4b. Which option do you prefer for the future of Port of Auckland?



#16306



Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

see attached

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

see attached

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

Tell us why:



#16306



6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Do not support</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	<p></p>



#16306



Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Franklin Local Board Paths Targeted Rate - I don't know

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	



#16306



Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitemata proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

see attached



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Sustainable recycling
- Support affordable homes building
- Less private transportation per capita
- Less golf clubs
- Support food in schools



#16330



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?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

On cycles, scooter, pedestrian amenities

On public electric and capillary transport

2b. Is there anything you would spend less on?

On roads designated for private cars

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

The airport should not be sold because it is a good asset for Auckland in the short and long run



#16330



4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Also the port should remain in Aucklands ownership because it would financially benefit it in the short and long run

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I do not think the Auckland Future Fund will provide as good as benefits compared to council services

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

We should all pay increased rates. International corporates and property owners should pay more rates.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#16330



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

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.	Support
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.	Support
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).	Support
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.	I don't know
Re-introduce recycling charges for schools.	Do not support
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	I don't know



#16330



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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Unoccupied houses should pay a tax

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
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#16330



Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemātā including making digital content and place-based stories more accessible.	

Tell us why

7c. What do you think of the Waitemātā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Do more (increase council services/ investment), with higher rates increases and more debt

1b. What would you like Auckland Council to do more or less of?

Transport	Do more
Water	Do more
City and local development	Do more
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do more
Council support	Do more

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

- Community (illegible) cultural investments
- Funding local boards and community groups
- Cheaper/more affordable houses



#16336



Less funding golf clubs and space when in public possession

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?

Less golf clubs and space

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

2a. Is there anything you would spend more on?

Harbour bridge pedestrian and cycle lanes

Electric, small and more capillary buses

2b. Is there anything you would spend less on?

Less money spent on roads

3. Which options do you support for the North Harbour Stadium?

Change the operational management

Tell us why:

It looks like it may benefit Auckland citizens more.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



#16336



Tell us why:

The airport is a great asset for Auckland citizens

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

Also the port should belong to Auckland citizens and not be privatised

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

I feel like Auckland Future fund won;'t benefit Aucklanders more in the long run.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

Rates should be increased for a best future. Property owners who pay zero capital gains tax should pay more rates.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:



#16336



5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>I don't know</p>
<p>Re-introduce recycling charges for schools.</p>	<p>Do not support</p>



#16336



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.	I don't know
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	I don't know

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

International restaurants and corporates should pay more and local businesses should pay less.

Unoccupied houses should pay taxes allow for more renting solutions and hindering land banking

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?



#16336



I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more accessible.	

Tell us why

Please financially fund environmental, social cultural (illegible) to create community resilience



#16336



7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Thank you.



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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	Do more
City and local development	
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	Do less
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Environmental protection regional air, land water, parks and communities especially libraries and regional parks separate cycleways. Electric bikes have Auckland's hills, but it needs to be away from ignored drivers of vehicles.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#16338



Auckland Transport's expenditure on roads. I resent them getting 40% of my rates and spending it on what was not asked for or wanted, except by the contractors who I believe are Aucklanders, No name " table" obstructions of the carriageway. No more encouraging pedestrians to walk out in front of cars without looking. Maintain the existing roads and leave the unsealed roads unsealed.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

I want the council to get back central of AT 40% of rates!! Deliver what we want, not what we don't. trying to force it out of cars (no parking) when we have no alternative.

2a. Is there anything you would spend more on?

Reducing speed limits and enforce them. Public transport Reliability. Separate cycleways.

2b. Is there anything you would spend less on?

AT contractors do "Rolls Royce" work when " Ford" would do. They're taking our money. COSTLY AND THE MONEY SHOULD NOT BE SPENT ON WHAT WE DID NOT ASK FOR AND DON'T E.G. "traffic CALMING" franklin Road was hugely pre-engineered.

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?



#16338



Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding

Tell us why:

I don't believe current council can control what future councils do. I don't believe the F.F will "work" I am opposed to the sale of public assets especially the AIAL, POAL.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

I like option 2 "enhanced status quo"

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:

I am implacably opposed to the proposed future fund idea and sale of AIAL shares and the lease of Auckland port.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.



#16338



Tell us why:

The port is built on seabed and belong to the public.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

I want POAL to deliver profits to A.C. until the Auckland port can be moved to somewhere that is served by a railway for goods. Such a Northland.

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.	Support
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.	Support
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).	Support
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.	Support



#16338



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 .	I don't know
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Franklin Local Board Paths Targeted Rate - Support

Get the government to allow L. As to collect traffic times especially speeding, using phone while driving, unregistered unwarranted car, parking on the footpath. Then enforce these laws. My building permit cost more than the work I got done. It was overkill for my little project. And a discriminate...

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#16338



Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	
Phased delivery of improvements for Heard Park.	
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	
Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	
Support local communities to develop Emergency Planning & Readiness Response Plans.	
Seek opportunities to promote and celebrate heritage places in Waitematā	



#16338



including making digital content and place-based stories more accessible.

Tell us why

There's not much there to support or not I'm not much impressed with my local board.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?

Regarding Priorities on P19. I agree with them except for priority number 5. I agree with the words in bold, but not what follows.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable): Friends of the Earth NZ

Local Board: Waitemata

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	Do more
Water	Do more
City and local development	
Environment and regulation	Do more
Parks and Community	Do more
Economic and cultural development	As proposed
Council support	As proposed

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

Our ticks indicate approval in principle generally. They are given on understanding their "doing more" does not involve the sale and or destruction of council assets including small parks and libraries.

1d. Is there anything else you would like Auckland Council to do less of so that you could pay less?



#16374



Less destruction and or sale of legacy buildings such as the Leys institute library, Grey Lynn Library and Hall, Point Chevalier Library; small 'corner' parks. We are indifferent to the "pay less" aspect of the question.

2. What do you think of the transport proposal?

Support most of the proposal

Tell us why:

We support more train and bus services and in continuing with provision of cycleways and more secure pedestrian crossings in general.

2a. Is there anything you would spend more on?

Rail. Immediately establish heavy rail to airport a link constructed from Onehunga.

2b. Is there anything you would spend less on?

Facilitating the movement and parking of private light vehicles(cars).

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is,Change the operational management

Tell us why:

We oppose the incessant demolition of perfectly useable public buildings and their replacement by another (supposedly better) public building. Such demolition/rebuilds are wasteful and a major contributor to urban greenhouse gas emissions.

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

Don't proceed with establishing an Auckland Future Fund and transferring AIAL shareholding



#16374



Tell us why:

It is better to retain the income stream from airport shares than to establish a "future " fund It is also better to retain significant public control over public assets.

4b. Which option do you prefer for the future of Port of Auckland?

Retain underlying council ownership of port land and wharves, and continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:

It is a strategic error to try and gain income by leasing out and losing control of the source of the income. Also, there are significant issues created by leasing the port to a multi-national owner who has no commitment to the environmental integrity of the harbor, part precincts and the Hauraki gulf.

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

Tell us here:

Retain the income stream, and the ability to allocate it for immediate uses.

4d. Do you have any feedback on any other part of the proposal?

Tell us here:

ownership of the port land must remain in public (council) hands.

5a. What option do you prefer for Captain Cook and Marsden wharves?

Tell us why:



#16374



We are open to eventual use of these wharves for public amenity, providing it is real public amenity and not a case of being locked away for private commercial development in effect the wharves become public parks.

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

The port must be retained in Auckland and in public hands. We are against its transfer to northland. The transportational and infrastructural generation of greenhouse gas emissions if this happened are immense, ongoing.

6a. What do you think of these proposals?

Table with 2 columns and 4 rows containing proposals for NETR, WQTR, CATTR, and Long Term Differential Strategy.



#16374



businesses and raises the share paid 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 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?

Unable to comment on the merits and demerits of these in the time available.

Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā



#16374



8. Do you have any other comments?

Local boards need meaningful financial powers that enable them to retain without demolition or significant modification of existing public assets. They need to be able to safeguard such taonga against predation by the mayor. Council officials and the speculator-business interests seeking lucrative council land.



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Proceed with the central proposal

1b. What would you like Auckland Council to do more or less of?

Transport	Do less
Water	As proposed
City and local development	As proposed
Environment and regulation	Do more
Parks and Community	As proposed
Economic and cultural development	As proposed
Council support	As proposed

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?



#16461



Support most of the proposal

Tell us why:

Continue with cycleways at a reduced standard and cost for development.

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Consider redeveloping the stadium precinct

Tell us why:

4a. What is your preference on the proposal to establish an 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 continue council group operation of the port (through Port of Auckland Limited), and implement the plan to deliver improved profitability and more dividends to council

Tell us here:



#16461



4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?

Continue to use it to fund council services

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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

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.

Support



#16461



<p>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.</p>	<p>Support</p>
<p>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).</p>	<p>Support</p>
<p>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.</p>	<p>Support</p>
<p>Re-introduce recycling charges for schools.</p>	
<p>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.</p>	<p>Do not support</p>
<p>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.</p>	
<p>Change the Rodney Drainage Districts Targeted Rate to reflect public feedback and updated analysis of the benefits to properties and boundaries.</p>	
<p>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</p>	



#16461



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?

Waitematā

Waitematā Local Board Priorities

7b. What do you think of our proposed priorities for Waitematā in 2024/2025?

I support most priorities

More specifically, what do you think of each priority we've listed above?

Deliver a new civic space at 254 Ponsonby Road.	Not Important
Complete detailed design of Leys Institute remediation and seismic strengthening, and progress physical works.	Very Important
Phased delivery of improvements for Heard Park.	Not Important
Deliver services and programmes that support youth activation, leadership, and wellbeing, particularly in Newmarket.	Not Important



#16461



Develop programmes that improve perceptions of safety within the City Centre, and our town-centres.	Very Important
Support local communities to develop Emergency Planning & Readiness Response Plans.	Very Important
Seek opportunities to promote and celebrate heritage places in Waitematā including making digital content and place-based stories more accessible.	Very Important

Tell us why

Remediating the Leys Institute should proceed before a new park on Ponsonby Road.

7c. What do you think of the Waitematā proposed priorities for the 10-year budget 2024-2034?

8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

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	Do more
Water	Do more
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	As proposed

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?

Support all of the proposal



#16756



Tell us why:

More transport (Busses)

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

I don't know

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

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?

I don't know



#16756



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?

I don't know

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.	Support
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.	Support
Broaden the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to	Support



#16756



reduce the 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.	Support
Re-introduce recycling charges for schools.	Support
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.	Support
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.	Support
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?

Local board priorities

7a. Which local board area does your feedback relate to?



#16756



8. Do you have any other comments?



Long-term Plan 2024-2034

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Submitter details:

Organisation (if applicable):

Local Board: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

I don't know

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	As proposed
Economic and cultural development	Do less
Council support	Do less

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?



#17693



I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us 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



#17693



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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</p>	<p>Support</p>



#17693



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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#17693



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

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: Waitemata

Your feedback

1a. Which option do you prefer for the overall direction for council's Long-term Plan?

Other

1b. What would you like Auckland Council to do more or less of?

Transport	As proposed
Water	As proposed
City and local development	As proposed
Environment and regulation	As proposed
Parks and Community	Do less
Economic and cultural development	As proposed
Council support	Do more

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?



#17706



I don't know

Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Other

Tell us why:

4a. What is your preference on the proposal to establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund (enabling the shares to be sold)?

I don't know

Tell us why:

4b. Which option do you prefer for the future of Port of Auckland?

I don't know

Tell us 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



#17706



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?

Proceed with the proposal to transfer Captain Cook and Marsden wharves from the port to Auckland Council so they can be used for something else that provides public benefit.

Tell us why:

5b. What option do you prefer for Bledisloe Terminal?

Keep Bledisloe Terminal as a Port of Auckland operational area

Tell us why:

6a. What do you think of these proposals?

<p>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.</p>	<p>Do not support</p>
<p>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</p>	<p>Support</p>



#17706



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).	Support
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.	Support
Re-introduce recycling charges for schools.	Do not support
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.	Support
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.	I don't know
Increase the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates, with the next cost review scheduled for the 2027/2028 year.	Support

6b. Do you have any other feedback on the proposals in question 6a, the changes to our Revenue and Financing Policy, or other changes to fees and charges?



#17706



Local board priorities

7a. Which local board area does your feedback relate to?

Waitematā

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: Waitemata

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?



#17877



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

i was one of the first to play their for harbour. Its creation gave the North Shore an identity, you lose it at you peril

4a. What is your preference on the proposal to establish an 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?



#17877



Tell us here:

5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#17877



businesses and raises the share paid 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 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: Waitemata

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?



#18027



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

As a long term North Shore resident (until recently), elected Councilor (Northcote Borough), and Chairman of the Auckland Harbour Bridge Authority, I was involved in this community funded project to raise funds for purchasing the land and erecting the buildings etc). It's ironic that in a so called long term plan, Council could be considering such a short term option of redevelopment (I'm assuming this is a euphemism for demolition and sale of the land!). Population on the North Shore is mushrooming and will not abate. The region needs a stadium and it alleviates traffic congestion and pollution.

4a. What is your preference on the proposal to establish an 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?



#18027



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 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	



#18027



reduce the 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 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?



#18027



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): Chinese Association of North Shore

Local Board: Waitemata

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?



#18062



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

For our people's health

4a. What is your preference on the proposal to establish an 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?



#18062



Tell us here:

5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#18062



businesses and raises the share paid 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 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: Waitemata

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?



#18095



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

It is beneficial to the development of national fitness and improving the physical health level of the whole people. It can indirectly save medical expenses and reduce government budget expenditures!

4a. What is your preference on the proposal to establish an 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:



#18095



4d. Do you have any feedback on 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 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.</p>	
<p>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.</p>	
<p>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).</p>	



#18095



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 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: Waitemata

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?



#18196



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#18196



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#18196



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 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: Waitemata

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?



#18308



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

4a. What is your preference on the proposal to establish an 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:



#18308



5a. What option 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 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.</p>	
<p>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.</p>	
<p>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).</p>	
<p>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.</p>	



#18308



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 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: Waitemata

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?



#18311



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

If you build it they will come. Manage it properly and let's get Pink and ColdPlay along

4a. What is your preference on the proposal to establish an 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?



#18311



Tell us here:

5a. What option 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?

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<p>Discontinue the Long Term Differential Strategy which gradually lowers the share of general rates paid by</p>	



#18311



businesses and raises the share paid 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.	
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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?



Long-term Plan 2024-2034

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1b. What would you like Auckland Council to do more or less of?

Transport	
Water	
City and local development	
Environment and regulation	
Parks and Community	
Economic and cultural development	
Council support	

1c. Is there anything else you would like Auckland Council to do more of that you would be prepared to pay more for?

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?



#18353



Tell us why:

2a. Is there anything you would spend more on?

2b. Is there anything you would spend less on?

3. Which options do you support for the North Harbour Stadium?

Keep the stadium precinct as it is, Change the operational management

Tell us why:

The stadium should be fixed and used for the purpose that it was built for. The local community build the stadium for its events so it shouldn't be sold or repurposed. It should be invested in and revived.

4a. What is your preference on the proposal to establish an 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:



#18353



4d. Do you have any feedback on 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?

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<p>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).</p>	



#18353



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.	
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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?

