CONSULTATION DOCUMENT

The 10-year Budget and Auckland Plan 2050

Te Tahua Pūtea 10-Tau me te Māhere a Tāmaki Makaurau 2050

Have your say on Auckland’s future by 8pm on the 28 March 2018.
akhaveyoursay.nz

Auckland Council
Te Kaunihera o Tāmaki Makaurau
The future of Auckland is in your hands

We want your feedback on two plans that will help us shape Auckland’s future. Both of these plans set out our thinking (informed by previous feedback from you) on how we should address these challenges.

The Auckland Plan looks at the important long term issues, and outlines the Auckland you want to see over the next 30 years.

Our 10-year Budget (also known as the Long-term Plan) sets our priorities for the next 10 years, and details how we might pay for them.

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**10-YEAR BUDGET**

To have your say about our financial priorities, refer to the 10-year Budget section (also known as the Long-term Plan 2018–28).

In this budget we need to make big decisions about:

- Introducing a Regional Fuel Tax to pay for improvements to our transport system
- Cleaning up our harbours, beaches and streams and paying for it
- Protecting our endangered species (such as kauri) and paying for it
- Our approach to rates
- Local priorities
- A range of other issues including rating online accommodation providers and disestablishing Auckland Council Investments Ltd.

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**AUCKLAND PLAN 2050**

To have your say on our 30 year plan, refer to the Auckland Plan section.

This plan considers how Auckland will grow over the next 30 years and sets strategy across six outcome areas, which include:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.
Contents

The future of Auckland is in your hands 3

Āwhina mai ki te tārai i a Tāmaki Makaurau e anga ake nei
Help us shape Auckland’s future 5
Our challenge 5

Te Tahua Pūtea 10-Tau 2018-2028
10-Year Budget 2018-2028 7
Summary of issues for the 10-year Budget (Long Term Plan 2018-2028) 9
Challenges and opportunities 11
Key Issues for consultation 17
Further work to do 34
Other changes and budget information 35
Local board priorities 37
Have your say 45
Where to get more information 46
Independent Auditor’s Report 47

Te Mahere a Tāmaki Makaurau 2050
The Auckland Plan 2050 51
Our plan for the next 30 years 53
Have your say 61
Where to get more information 62
Our challenge

Auckland’s growth has been phenomenal and continues to consistently exceed forecasts. We are expecting to add a population the size of the city of Tauranga every three years, to reach two million people by 2028 and around 2.4 million by 2043.

We are a vibrant city with productive rural land and set within a stunning natural environment. We are also New Zealand’s commercial hub, with a wide range of business and employment opportunities. Auckland generates 38 per cent of NZ’s GDP.

In 2016 we adopted the Auckland Unitary Plan. This plan enables us to manage Auckland’s growth by setting out where future development can happen. Intensification of existing urban areas and development of greenfield areas are envisaged through the plan and this will place significant demand on the council for new and upgraded infrastructure.

However, the speed of our growth brings challenges:

- Population growth that is outstripping the ability to provide enough housing and the infrastructure that supports that growth (transport, water, wastewater, libraries, parks etc.)
- Damage to our environment as growth affects our land and waterways, along with the spread of many pests and weeds that threaten our native species
- Inequalities across different communities mean people don’t share equally in the benefits of our increasing prosperity.

About this document

This document summarises the information you need to help us decide on the various options facing Auckland now and in the long-term. If you want to get into more detail on any of the issues there is more information available and throughout this document you’ll find pointers on where to find this information.
Te Tahua Pūtea 10-Tau 2018-2028
10-year Budget 2018-2028
Summary of issues for the 10-year Budget (Long-term Plan 2018-2028)

This consultation document summarises the key information that will help you give us the feedback we are looking for on the 10-year Budget. It gives you a snapshot of the major challenges that Auckland faces over the coming decade and then seeks your feedback on the following major decisions that we need to make.

| Introducing a Regional Fuel Tax to pay for improvements to our transport system |
|----------------------------------|----------------------------------|
| **What is the issue:** | **What are we proposing:** |
| We want to improve our transport system. As the population grows, congestion (and the pollution it creates) is getting worse, safety is declining and businesses are struggling to move freight and people. To address the problems we need to identify new funding sources as we are at the limit of what we can sustainably borrow. | We are proposing that a regional fuel tax of 10 cents per litre (plus GST) be used to raise more funding for transport projects and services. See pages 17-21. |

| Cleaning up our harbours, beaches and streams and paying for it |
|----------------------------------|----------------------------------|
| **What is the issue:** | **What are we proposing:** |
| Our harbours, beaches and streams are being polluted by overflows from ageing sewerage and stormwater systems that can’t cope with heavy rainfall and from contaminants washed into natural waterways. We want to improve our infrastructure to address this problem. Under current budgets this would take 30 years to achieve. We propose to introduce a new targeted rate to increase our funding of water infrastructure and speed up delivery of cleaner harbours, beaches and streams to 10 years. | We are proposing a targeted rate that would cost the average residential ratepayer $66 per year ($1.30 per week), although this will vary based on your property value. See pages 23-25. |

1. Throughout this document the term sustainable borrowing refers to the maintenance of debt levels below our limit of 270% of operating revenue.
<table>
<thead>
<tr>
<th>Protecting our endangered species (such as kauri) and paying for it</th>
</tr>
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<tbody>
<tr>
<td><strong>What is the issue:</strong></td>
</tr>
<tr>
<td>Auckland’s rapid growth is putting pressure on the environment, as is the spread of pests, weeds and diseases that are threatening many of our native species. Approximately two-thirds of Auckland’s local native species are under threat of extinction.</td>
</tr>
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<table>
<thead>
<tr>
<th>Our approach to rates</th>
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<tbody>
<tr>
<td><strong>What is the issue:</strong></td>
</tr>
<tr>
<td>In addition to the targeted rates for specific projects mentioned above we need to continue funding other projects and services for our growing city. Without an increase to our general rates, we would have to reduce existing service levels and defer or cut some currently planned projects.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Local priorities</th>
</tr>
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<tbody>
<tr>
<td><strong>What is the issue:</strong></td>
</tr>
<tr>
<td>Each Local Board has looked at the needs of their own community and identified the highest priority projects.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A range of issues including rating online accommodation providers and disestablishing Auckland Council Investments Ltd</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What is the issue:</strong></td>
</tr>
<tr>
<td>There are a range of other issues that we would like your feedback on such as rating online accommodation providers (like Airbnb), disestablishing Auckland Council Investments Ltd, changes to our waste charges, a new targeted rate for the Rodney Local Board to pay for local transport projects and a few other charges.</td>
</tr>
</tbody>
</table>
Challenges and opportunities

Auckland is growing fast
Our growth has benefits and downsides.
Our population growth consistently exceeds forecasts. Those forecasts say we’ll be a region of two million people by 2028. That means growing by a population the equivalent of Tauranga every three years.

Our economy, jobs and visitor numbers are also growing strongly and this is what we want. However, this also creates challenges with traffic congestion, demand for housing (and its supporting infrastructure) and puts more pressure on our environment.

For decades we’ve under-invested in key infrastructure such as transport and stormwater. Our big challenge in this 10-year Budget is to find fair and sustainable ways to pay for that infrastructure, and to prioritise which projects are built first.

Our infrastructure needs
Auckland’s Unitary Plan sets out where growth can be accommodated across the region and caters for the expected growth over the next 30 years. However, new housing can’t happen without the critical infrastructure to support it – transport, water, wastewater, stormwater, parks and community facilities.

We all know about our shortage of new housing. As our population grows, this will worsen unless we accelerate our investment in the infrastructure that supports new housing.

The other big issue is transport. You’ve consistently told us you want more investment in transport. Congestion is a growing problem and estimates say it costs our economy between $1 and $2 billion each year. It also has a social cost – more commuting means less family time.

Central government is also concerned about these issues. The new government has a policy programme that will affect us significantly. We need to work with them on their plans for extra housing and their priorities for transport. Because the new government has not yet had the chance to finalise all of its plans, we face considerable uncertainty at this stage of our planning.

We have already committed to some large projects (which have been part of previous 10-year Budget consultations) to help address these big issues. These include:

- City Rail Link, a major project which will double our rail capacity
- the central interceptor, which will allow more intensive housing and cut wastewater overflows into our harbours
- the northern wastewater interceptor and "North Harbour 2" water pipeline – Watercare projects which support further growth particularly in the north west
- the Takanini Cascades and Artillery Drive Tunnel stormwater projects in Takanini.

But, there is much more to do to create the Auckland we want, including:

- light rail from the city centre across the isthmus to the airport
- busways and rapid transit in the north, north-west and east (AMETI)
- more walking paths and cycleways
- improving the road network
- improving stormwater and wastewater systems to stop sewage overflows onto our beaches when it rains
- improving many of our community facilities that are ageing or no longer fit for purpose
- upgrading our coastal management assets (e.g. seawalls) that are in relatively poor condition, with the impacts of climate change making this worse.

While we’re increasing our budget to deal with these issues, we can’t fully meet the costs of renewing all our community assets such as libraries, swimming pools and playgrounds to the standards we would like. We need to choose what are the most important things to do.
Funding for new and existing assets is our major constraint in delivering infrastructure that both meets growth and improves levels of service. Finding new ways to fund infrastructure is discussed later in this document.

The table below shows planned capital expenditure in the previous Long-term Plan 2015-2025. Without any additional funding mechanisms the programme for 2018-2028 would be at a similar level. If we put new funding mechanisms into place (these are discussed later in this document), capital expenditure over the next 10 years is more likely to look as set out in the table and chart below:

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Transport</td>
<td>$7.9bn</td>
<td>$11-12bn</td>
<td>• Includes additional investment anticipated to be enabled by the Regional Fuel Tax and additional government funding</td>
</tr>
<tr>
<td>Water, wastewater and stormwater</td>
<td>$5.6bn</td>
<td>$7.0bn</td>
<td>• Includes Water Quality Improvement Programme</td>
</tr>
<tr>
<td>Parks and community</td>
<td>$2.4bn</td>
<td>$3.2bn</td>
<td>• Additional budget for renewal of existing assets</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Provision of $200m for the key Local Board projects</td>
</tr>
<tr>
<td>Centres development</td>
<td>$1.0bn</td>
<td>$0.9bn</td>
<td>• Reflects existing budgets for planned Panuku projects or city centre improvement</td>
</tr>
<tr>
<td>Other</td>
<td>$1.8bn</td>
<td>$1.8bn</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$18.7bn</td>
<td>$24-25bn</td>
<td></td>
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</tbody>
</table>
Water supply (drinking water) has been the focus of attention nation-wide over the last year, with quality and supply issues in different parts of New Zealand. Watercare Services Ltd (a council-controlled organisation) is responsible for both water supply and wastewater for Auckland.

Watercare provides Aa graded drinking water – which fully meets Ministry of Health standards. Ensuring reliability of supply for Auckland’s growing population is a focus for Watercare and planning for a second Waikato pipeline is well advanced, along with a number of other projects across Auckland.

Similarly increasing the capacity of the wastewater network and treatment plants is included in the baseline for this 10-year Budget.

Our Draft Infrastructure Strategy contains more detailed information on our plans for our major infrastructure over the next 30 years and can be found in section 1.1 of the supporting information for this consultation document.

Housing and development

Alongside transport, the other major issue of concern to Aucklanders is housing supply – there is a real shortage of housing in Auckland currently, particularly at the more affordable end of the price range.

We don’t build houses so our role is to:

- enable development through our planning functions (such as the Unitary Plan)
- provide infrastructure to support new housing areas and intensification of existing areas
- work with central government, iwi and the private sector to support their building programmes
- regenerate town centres to make them more attractive for development of new housing and businesses.

The Auckland Plan sets out how we’ll shape our growth by prioritising some areas for development and building the necessary infrastructure. Building that infrastructure to support new housing development comes at a cost. Currently, we recover much of that cost from developers through development contributions – but often long after we have built the infrastructure. In the meantime, we must borrow to cover the costs.

We are nearing the limits of what we can sustainably borrow, but the demand to make land available for new housing continues to grow.

We’re exploring options for an investment partnership with Crown Infrastructure Partners (a Crown-owned company). This would enable faster infrastructure investment without the council having to borrow.
The costs would still be met by developers and landowners in the key development areas. While there are no firm proposals at this stage, one of our key forecasting assumptions (based on previous government announcements) is around $600 million of government funding to support key growth areas. Other opportunities are also expected to be explored.

Panuku Development Auckland (a council-controlled organisation) facilitates development opportunities, including those on council-owned land, by partnering with those who do build housing (central government, iwi and the private sector). Work has started on three major “Transform” locations – central city/waterfront, Manukau and Onehunga. There is also a programme of regeneration projects across Auckland.

The central city and waterfront are at the top of the list given the additional pressure from both the Americas Cup defence, and the APEC leaders and ministers meetings, which could be hosted in Auckland in 2021. These important events may mean we need to prioritise funding and building of new infrastructure in the city centre in the first few years of the plan.

However, even with our existing asset sales programme and some realignment of budgets, we still don’t have enough funding to support the city centre, waterfront and other Panuku programmes. This means we’ll continue looking for ways to fund these important projects including working with government, reviewing our ability to raise revenue other than through rates, and selling more non-strategic assets (such as car parks and office buildings).

**Our finances**

Delivering new infrastructure while maintaining key services such as parks, libraries and waste collection, requires significant funding. On top of the $24-$25 billion of capital investment forecast over the next 10 years, our operating costs are around $4 billion each year.

Operating costs cover providing day to day services such as waste collection, mowing parks, maintaining our roads, footpaths, water and stormwater pipes, environmental protection, running our libraries, swimming pools and other community facilities. Population growth means the costs of providing these services grows every year. Operating costs also include interest and depreciation, which increase as we build more infrastructure.

To manage this pressure on our costs, we focus on delivering our services in the most efficient manner to ensure we get the most value from every dollar we collect. Efficiency initiatives include improved business processes, better use of technology, and better procurement and tendering processes.

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**Council’s operating funding sources**

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</thead>
<tbody>
<tr>
<td>General rates</td>
<td>$1,100</td>
<td>$1,200</td>
<td>$1,300</td>
<td>$1,400</td>
<td>$1,500</td>
<td>$1,600</td>
<td>$1,700</td>
<td>$1,800</td>
<td>$1,900</td>
<td>$2,000</td>
<td>$2,100</td>
</tr>
<tr>
<td>Targeted rates</td>
<td>$100</td>
<td>$200</td>
<td>$300</td>
<td>$400</td>
<td>$500</td>
<td>$600</td>
<td>$700</td>
<td>$800</td>
<td>$900</td>
<td>$1,000</td>
<td>$1,100</td>
</tr>
<tr>
<td>Other revenue</td>
<td>$100</td>
<td>$200</td>
<td>$300</td>
<td>$400</td>
<td>$500</td>
<td>$600</td>
<td>$700</td>
<td>$800</td>
<td>$900</td>
<td>$1,000</td>
<td>$1,100</td>
</tr>
<tr>
<td>Fees and charges</td>
<td>$100</td>
<td>$200</td>
<td>$300</td>
<td>$400</td>
<td>$500</td>
<td>$600</td>
<td>$700</td>
<td>$800</td>
<td>$900</td>
<td>$1,000</td>
<td>$1,100</td>
</tr>
<tr>
<td>Regional Fuel Tax</td>
<td>$100</td>
<td>$200</td>
<td>$300</td>
<td>$400</td>
<td>$500</td>
<td>$600</td>
<td>$700</td>
<td>$800</td>
<td>$900</td>
<td>$1,000</td>
<td>$1,100</td>
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2. Assets that are not identified as strategic assets in the council’s Significance and Engagement Policy.
We fund our expenditure from different sources depending on the nature of the cost. While our most well-known source of funding is general rates charged to homes and businesses, more than half our operating revenue comes from other sources such as water charges, public transport fares, consenting fees, central government subsidies, and contributions from developers. We also borrow, when appropriate, to spread the cost of long-life assets over the generations that use them. In this 10-year budget we are proposing to fund some of these long-life assets through other funding mechanisms (such as targeted rates and a regional fuel tax) as we are reaching the limit of what we can sustainably borrow.

The chart on previous page shows our operating funding sources and how they are projected to grow over time. This includes funding sources such as new targeted rates and the regional fuel tax proposed in this document.

To provide certainty and predictability to ratepayers around general council expenditure, we are proposing to continue to limit average rates increases for existing ratepayers to 3.5 per cent per annum. This limit includes targeted rates that apply generally across Auckland and refers to the overall average increase across all ratepayers (including different ratepayer groups such as business, farm and lifestyle ratepayers). Targeted rates that apply to specific groups of ratepayers are excluded. This will see a limit on rates revenue of $1.69 billion in 2018/2019 rising to $2.74 billion in 2027/2028. See our Draft Financial Strategy in section 1.2 of the supporting information for this consultation document for more information.

We have a strong balance sheet with long-term assets of $43.4 billion including roads, water, wastewater and stormwater networks, regional and local parks, stadiums and community facilities. We have a sustainable and responsible approach to borrowing and maintain credit ratings of AA (stable) from Standard and Poor’s, and Aa2 from Moody’s Investor Services. To maintain these ratings and continue to manage our borrowings appropriately we have set a limit on our borrowings at 270 per cent of our operating revenue and target to stay below 265 per cent.
Council debt is projected to grow by $3.9 billion over the next 10 years, from $8.7 billion in June 2018 to $12.6 billion by June 2028 and we are now reaching the limits of what we can responsibly borrow. We are also conscious of the community’s acceptance of paying for these costs through increases in general rates. We need to look at other ways of raising funds if we want to make progress with some of the big challenges facing us. This document provides more detail on those key issues and how we’re proposing to fund them. More information on this can be found in our Draft Financial Strategy in section 1.2 of the supporting information for this consultation document.
Key Issues for consultation

Issue 1: Transport

Transport continues to be one of Aucklanders’ top concerns. It’s estimated congestion costs our economy between $1 and $2 billion per annum in lost productivity. Congestion impacts the entire community: commuters on their way to and from employment, students travelling to and from education, small businesses trying to attract customers to their shops and the wider freight industry. All rely on an efficient transport system to keep Auckland productive.

As our population grows and housing and businesses expand, the demand for new transport infrastructure increases. The investment in public transport and walking and cycling infrastructure, to give Aucklanders more choice, has resulted in record growth in public transport usage since 2013, despite this up to 800 extra cars arrive on our roads every week.

This additional demand is having a major negative impact on the performance of our transport network with:

- a significant increase in congestion on arterial networks during the peak hours (slightly offset by the Waterview project)
- congestion becoming more frequent outside peak hours and on weekends
- an increase in road safety challenges, with local road deaths and serious injuries increasing to our highest level in a decade.

If these trends continue we’ll see a significant increase in economic costs and a reduction in the liveability of Auckland.

The size of the problem is such that we can’t fix this on our own and we must partner with central government. We’re doing this through the Auckland Transport Alignment Project (ATAP).

In August 2017, ATAP identified an indicative capital investment package for Auckland with almost $16 billion over the next 10 years that would normally be shown as Auckland Council capital expenditure. This included both our 50 per cent share of the City Rail Link, and other projects to be delivered by Auckland Transport. In addition, ATAP identified a need for $8 billion of central government capital expenditure over the next 10 years for Auckland’s state highways and rail networks.

The ATAP investment package is now under review. The new government is indicating that their transport priorities are somewhat different with a larger focus on public transport, including rapid transit, and acceleration of new housing growth. This is likely to result in more demand for transport infrastructure over the next decade. The revised ATAP report is due in March 2018.

We also need to work closely with the government on new approaches to funding transport infrastructure. Based on our current funding sources we could deliver a programme similar to the last 10-year budget ($7.9 billion). With expected additional contributions from government and Crown Infrastructure Partners we would be able to deliver a programme of about $9 billion. This is the minimum level that would enable us to deliver currently committed projects and renewals, as well as supporting some priority growth areas.

To move closer to the $16 billion that Auckland needs, we need additional funding mechanisms. A key example of a new funding mechanism is the proposed regional fuel tax discussed later in this section.

A regional fuel tax is expected to generate about $1.3 billion, which with associated funding from central government, growth related contributions and additional borrowing enabled means we could deliver a transport capital programme of $11-12 billion. This still wouldn’t deliver all of the ATAP programme over the 10 years, so we’d also need to prioritise projects within the available funding envelope (see chart on page 18):
The effect of all these factors is that our final transport programme for the next 10 years is still very much under discussion. The $9 billion investment programme is both necessary and is reasonably certain of being able to be funded. However, there is a high degree of uncertainty about central government policy concerning any additional investment, both in terms of funding and priorities. Work will continue over the coming months. If central government does not provide additional funding then, even with the proposed regional fuel tax, we would not be able to deliver the $11 to $12 billion transport capital investment programme.

**Funding transport**

Despite the uncertainty about what the transport priority projects will be, it is clear that without additional funding we have little ability to do anything other than projects already committed and renewals of the existing network. The baseline budget for these committed projects is approximately $9 billion for 10 years. To start delivering ATAP projects we need additional funding.

Normally we would fund this sort of investment in long-life assets from borrowing but our capacity to borrow sustainably is limited. Therefore, we need to fund this from operational sources that can both fund directly and also be leveraged to create additional borrowing capacity.

Our preferred option is a regional fuel tax. The new government has indicated it is developing legislation that would allow Auckland to introduce a regional fuel tax in 2018, of up to 10 cents per litre plus GST, for both petrol and diesel, for a period up to 10 years. The estimated revenue from a fuel tax is $130 to $150 million per annum. The combined impact of the direct fuel tax revenue, matching funding from central government, additional borrowing enabled, and infrastructure investment in greenfields areas by Crown Infrastructure Partners would enable an $11 to $12 billion transport infrastructure programme for Auckland. The additional borrowing required is not likely to be significant if the assumptions of NZTA/central government funding and additional growth infrastructure charges are met. Any additional borrowing required can be managed within our prudential borrowing limits.

Another option is to continue with a targeted rate such as the Interim Transport Levy (ITL). In 2015 we introduced the ITL for a period of three years to provide dedicated funding for additional transport projects.

The ITL is a fixed amount of $114 for non-business ratepayers and $183 for business ratepayers and is due to expire at the end of June 2018. There are two issues with this option – firstly the amount of funding raised by the current ITL is still far short of what is needed to deliver a significant number of the ATAP
projects (the current ITL raises $60 million per annum and would only provide sufficient funding and debt capacity for a transport investment programme of approximately $10 to $10.5 billion). Secondly, the ITL costs fall equally on all ratepayers regardless of how much they use the transport system. We don’t believe this is the fairest option going forward and would only consider extending it if we were unable to implement other, fairer options. If there is any significant delay to introducing our preferred option of the regional fuel tax then we will consider continuing the ITL as a temporary measure.3

A further option would be to increase general rates. This is not considered a good option because of the significance of the increase across all ratepayers that would be required (to deliver an $11–$12 billion programme an increase of around 9–10 per cent), and the lack of transparency to the community. Like the ITL, general rates would not reflect individual ratepayers’ usage of the transport system.

We think a regional fuel tax is the fairest option. Transport users would pay according to the amount they travel (estimated to cost about $140 per year for the average household) rather than every ratepayer – some of whom may be very low users of the transport system.

A regional fuel tax may also have some impact on travel demand. In the past significant fuel price rises have reduced congestion slightly and increased use of public transport. It is difficult to predict exactly how much change in congestion or use of public transport a tax of 10 cents plus GST would have, but it is expected to be relatively small. In the longer term, we’ll be looking for smarter road pricing options such as motorway tolls and congestion charges. These are much more targeted at demand management as well as raising revenue for transport projects. However, these are not expected to be introduced in the short-term.

There is still a high degree of uncertainty about the government’s priorities and how much flexibility the regional fuel tax legislation will allow. However, what we can say is that all funding from a regional fuel tax will be committed to transport projects and/or services and will improve the performance of Auckland’s transport network. After the ATAP review is completed in March, we will consult with you on the specific transport programme we would fund from the Regional Fuel Tax (and an assumed matching government contribution).

3. Any temporary extension of the ITL would be excluded from the overall rates limit.
Further information on the different ways of funding transport, and where the impacts fall, can be found in section 7.1 of the supporting information for this consultation document.

<table>
<thead>
<tr>
<th>Status Quo</th>
<th>Our Proposal</th>
</tr>
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<tbody>
<tr>
<td>Rely on existing funding tools – general rates, NZTA and government contributions, Crown Infrastructure Partners growth funding.</td>
<td>A Regional Fuel Tax of 10 cents per litre plus GST (once legislated by central government) in addition to existing funding tools.</td>
</tr>
<tr>
<td>• Approximately $9 billion budget over 10 years.</td>
<td>• Enables approximately $11-12 billion of transport investment over 10 years while remaining within our debt limits</td>
</tr>
<tr>
<td></td>
<td>• Those who travel on the roads will pay proportionately (estimated at $140 per household / per annum).</td>
</tr>
<tr>
<td>• Committed projects such as City Rail Link and electric trains will continue</td>
<td>• Additional transport projects and services as agreed through ATAP and aligned to government priorities</td>
</tr>
<tr>
<td>• Provides for renewals and ongoing operational requirements</td>
<td>• Specific programme is highly uncertain but likely to focus on:</td>
</tr>
<tr>
<td>• Includes minor safety improvements</td>
<td>— Public transport infrastructure like progressing the rapid transit network, city centre bus improvements, new and expanded park and ride stations, and additional electric trains</td>
</tr>
<tr>
<td>• Progressing some high priority projects, e.g. Eastern Busway.</td>
<td>— Infrastructure to support active transport modes such as additional investment in the cycling programme</td>
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<tr>
<td></td>
<td>— Delivering safety projects such as level crossing safety improvements</td>
</tr>
<tr>
<td></td>
<td>— High priority roading projects to ease congestion and support growth, including network optimisation, Lincoln Road upgrade, and investment to support housing development</td>
</tr>
<tr>
<td></td>
<td>• We won’t be able to undertake all of these projects and services with $11-12 billion, but we expect to be able to deliver some of them. After the ATAP review we will consult with you on the specific programme of works we would fund from the regional fuel tax (along with associated government funding, growth charges and borrowings).</td>
</tr>
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</table>
Status Quo

- Significant improvement in access to the city centre via City Rail Link, but train capacity and frequency may be constrained later in the decade
- Improved public transport service from the east
- Some support provided for new greenfield growth areas in the North and South
- Transport network continues to be renewed at an appropriate level.

But:
- No increase in safety capital projects to address recent increases in deaths and serious injuries
- Minimal new investment in public transport infrastructure, walking and cycling, optimisation and technology, and road capacity
- Congestion will worsen, particularly during the inter-peak and will affect freight movement.

Our Proposal

- Depending on the specific investment programme this proposal is likely to achieve:
  - Relative improvement in traffic congestion as a result of high quality rapid transit service and other public transport and optimisation projects
  - Reduction in bus congestion into the city centre
  - Improved walking and cycling access to the city centre, metro centres and the rapid transit network
  - Improved safety on high risk rural and urban roads and intersections
  - Improvements in health, environmental outcomes and access (including disability access)
  - Increased train frequency and capacity to maximise the value of CRL
  - Support for new housing developments.
- How much improvement we see in different service areas will depend on the final transport programme.

Our proposal is a regional fuel tax of 10 cents per litre be introduced

Why?
We need to increase our investment in transport infrastructure significantly. Aucklanders should contribute our fair share to improving our transport system. Status Quo is no longer delivering the funding we need.

Our proposal is that we use a regional fuel tax (along with associated government funding, growth charges and borrowing) from 1 July 2018 to provide additional funding to enable a $11 to 12 billion investment programme. We believe this is the fairest way to pay for it.

After the ATAP review we will have a better idea of the agreed transport priorities for Auckland and we will consult with you on a transport programme to be funded from the proposed regional fuel tax. In the interim we look for your views on this as a way to step up our investment in transport for Auckland.

If there is a significant delay, we will consider continuing with the ITL (in its current form of an annual amount of $114 for non-business ratepayers and $183 for business ratepayers) as a temporary measure until the fuel tax is implemented.

10-year Budget Question 1:

What is your opinion on the proposal to introduce a regional fuel tax to help pay for improvements to the transport system?

- Support  •  Do not support  •  Other

Regional Land Transport Plan

Auckland Transport is leading a review of the Regional Land Transport Plan (RLTP) which sets out how transport delivery agencies (Auckland Transport, the NZTA, and KiwiRail) intend to respond to growth and other challenges facing Auckland over the next 10 years.

The RLTP will contain more detail on the individual projects and how they are prioritised. There will be a separate public consultation process for the RLTP in the next few months.

More information will be available from Auckland Transport at at.govt.nz.
Our rapid growth is putting pressure on our environment, along with the spread of pests, weeds and diseases threatening many of our native species.

Our harbours and streams are being polluted by overflows from ageing sewerage and stormwater systems that can’t cope with heavy rainfall and from contaminants washed into natural waterways from hard surfaces such as roads. This results in many of our beaches being unsafe for swimming after heavy rain, and some being permanently closed.

Kauri dieback disease is threatening one of our most iconic species. Many others are also in rapid decline and need a concerted effort to manage the pests and weeds that threaten them.

We need to do better in looking after our environment and fixing some of the past damage. Some environmental outcomes can be improved through regulation, while others require infrastructure investment or specific programmes targeted at the problem.

Our current budgets don’t allow for any significant improvement from what we are currently doing in the next 10-years, but we can make a difference if we allocate more funding to these problems.

We have considered different options for funding these projects and programmes. We believe the costs need to be shared across all Auckland as we all enjoy the benefits of a healthy ecosystem and clean waterways and harbours.

**Water quality improvements**

Ongoing pollution of our harbours, beaches and natural waterways is unacceptable. We’ve developed a water quality improvement programme to address some of our major problems by:

- reducing wastewater overflows into the Waitematā Harbour from hundreds of events to six or less each year
- reducing stormwater volumes into the Manukau Harbour
- reducing contaminates such as litter, sediments, metals and oils in stormwater across the region, and in the South Kaipara Harbour
- improving water quality and creating healthy habitats for plants and animals in streams across the region
- establishing a system for proactive monitoring of onsite waste water treatment systems such as septic tanks.

Under current budgets this would take 30 years to achieve.

We have two important decisions to make:

1. Whether to speed up the 30 year water quality programme; and
2. How to fund the faster programme.

We are proposing that we deliver the 30 year programme in 10 years. This will bring forward $856 million of future investment into the next 10 years. $404 million of this is work that would be done by Watercare and funded through their user charges. As Watercare adopt the approach of smoothing their prices over a long timeframe this has had very little impact on their previous indications for price increases (these are set out later in this document).

The remaining $452 million would be council projects and normally would largely be funded by borrowings. However, our existing level of debt means we are not able to sustainably increase our borrowings.

We could use general rates to generate the funding but, while this spreads the cost across all ratepayers with a similar impact on individual ratepayers as our preferred option, it doesn’t provide the same level of transparency.
We are proposing to raise the extra funding required from a targeted rate, based on the capital value of your property.

The advantage of a targeted rate is that it is much more transparent because all the funds raised must be put into the projects for which it was charged. The extra revenue raised through a targeted rate means that we also have the ability to borrow more, however this particular programme has a zero effect on debt by the end of the 10 years.

We believe it is fairer to charge the targeted rates based on capital value rather than a fixed amount. Generally, the ability to pay is greater for those in high value properties than those in low value properties and charging based on capital value eases the financial pressure on low income families.

The proposed targeted rate would cost the average residential ratepayer $66 per year ($1.30 per week) and $308 per year ($5.90 per week) for the average business property.

We propose to set the rate for business based on a share of 25.8 per cent of the total amount. Currently businesses pay 32.7 per cent of general rates, but under our “Long-term differential strategy”, it is planned that the business share of general rates will be 25.8 per cent by 2037/2038, so we have used this as the basis of setting the business rate.

<table>
<thead>
<tr>
<th>Status Quo</th>
<th>Our Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Spread the water quality programme of work over 30 years.</strong></td>
<td><strong>Accelerate the water quality work programme to a 10-year timeframe.</strong></td>
</tr>
<tr>
<td>• No additional costs to ratepayers</td>
<td>• A targeted rate to be set on capital value. This would be $66 per year for the average residential property and $308 per year for the average business property</td>
</tr>
<tr>
<td>• Water quality problems including beach closures will continue for many years to come</td>
<td>• Within 10 years, our water quality would be significantly improved (as set out above) while remaining within our debt limits.</td>
</tr>
<tr>
<td>• Intended water quality outcomes will take 30-years to be achieved.</td>
<td></td>
</tr>
</tbody>
</table>

**Our proposal – Accelerate the water quality programme**

**Why?**

Our proposal is to accelerate the water quality work programme over 10 years, using a targeted rate based on capital value, so that we have less contamination of our streams and it is safer to swim at our beaches.

Further detail on the water quality issues, projects and ways to fund the work can be found in section 7.9 of the supporting information for this consultation document.

Because the amount each property will pay varies based on the capital value of the property, the table below shows what you’d pay depending on your property’s capital value.
### Environmental initiatives

Approximately two-thirds of Auckland’s local native species are under threat of extinction. Current budgets are inadequate to address this. At current levels of funding we estimate that the risk of kauri dieback spreading is over 80 per cent. In addition only 30 per cent of significant ecological sites in council parks have adequate pest control, 28 per cent of rural Auckland has adequate possum control and we have a high risk of marine pests establishing in our ecosystems. For this reason we do not believe that is acceptable to stay with the existing level of budget.

In order to combat the rapid decline of our natural environment, we have two important choices to make:

1. What level of additional investment should we make to address the spread of pests, weeds and diseases that are threatening many of our native species; and
2. How should we fund this additional investment?

The bulk of our work to address pests, weeds and diseases is carried out in accordance with the Biosecurity Act. This Act requires us to develop and implement a Regional Pest Management Plan (RPMP). For this 10-year Budget, the RPMP has also been used to help shape our future investment options. The draft RPMP is being consulted on separately and more information can be found on the Auckland Council website > Have Your Say > Regional Pest Management Plan.

In addition to RPMP projects, we need additional investment to help contain Kauri dieback disease, contribute to Pest free Auckland and enable us to address marine pests. The programmes are estimated to cost $506 million and we don’t believe we can afford to deliver all of them now. Instead we’re proposing two different levels of funding to improve the situation – an additional $136 million over the 10 years or an additional $311 million over the 10 years.

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### 10-year Budget Question 2:

**What is your opinion on this proposed targeted rate to speed up the delivery of cleaner harbours, beaches and streams?**

- Support • Do not support • Other
The table that appears later in this section sets out what we can achieve at each level of investment.

This work would normally be funded primarily from general rates as it is mostly operational costs. But while general rates would spread the cost across all ratepayers (with a similar impact on individual ratepayers as our preferred option) it does not provide the same level of transparency.

We are proposing to raise the extra funding required from targeted rates, based on the capital value of your property.

The advantage of a targeted rate is that it is much more transparent as all of the funds raised must be put into the projects for which it was charged. It also means that even those parts of the programme that require capital expenditure and would normally be funded from borrowings, will have very little impact on our debt year by year with a zero net impact by year 10.

We believe it is fairer to charge the targeted rates based on capital value rather than a fixed amount. Generally, the ability to pay is greater for those in high value properties than those in low value properties and charging based on capital value eases the financial pressure on low income families.

We propose to set the rate for business based on a share of 25.8 per cent of the total amount. Currently businesses pay 32.7 per cent of general rates, but under our “Long-term differential strategy”, it is planned that the business share of general rates will be 25.8 per cent by 2037/2038, so we have used this as the basis of setting the business rate.
The table below shows what each option will achieve and how much it will cost:

<table>
<thead>
<tr>
<th>Status Quo</th>
<th>Option A</th>
<th>Option B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current budget – significant decline.</td>
<td>Limited additional targeted protection and enhancement including tackling kauri dieback disease.</td>
<td>Targeted ecosystem and species protection including addressing kauri dieback disease.</td>
</tr>
<tr>
<td>Costs in line with current budgets ($109 million over 10 years) and deliverable with current funding sources.</td>
<td>Additional cost over the 10 years of $136 million (total of $245 million) to be funded by a Natural Environment Targeted Rate (set on capital value) of an average of $21 per residential property and $98 per business property ($0.40 and $1.88 per week).</td>
<td>Additional cost over the 10 years of $311 million (total $420 million) to be funded by a Natural Environment Targeted Rate (set on capital value) of an average of $47 per residential property and $219 per business property ($0.90 and $4.21 per week).</td>
</tr>
</tbody>
</table>

- Risk of kauri dieback spreading is over 80 per cent
- 30 per cent of significant ecological sites within council parks have adequate control of pest plants and animals
- 28 per cent of rural Auckland has adequate possum control
- High risk of marine pests establishing with risk to ecosystems and cost to aquatic industries.

- Risk of kauri dieback spreading is 30-50 per cent
- 35 per cent of significant ecological sites within council parks have adequate control of pest plants and animals
- 28 per cent of rural Auckland has adequate possum control
- High risk of marine pests establishing with risk to ecosystems and cost to aquatic industries.

- Risk of kauri dieback spreading is 15-25 per cent
- 65 per cent of significant ecological sites within council parks have adequate control of pest plants and animals
- 50 per cent of rural Auckland has adequate possum control
- Lower risk of marine pests establishing with risk to ecosystems and cost to aquatic industries.

We are seeking your feedback on Option A or B

Our proposal is to invest more in environmental initiatives and to fund this through a targeted rate set on your property’s capital value. We are looking for your feedback on which option you would prefer.

Further information on the detail of the various options and the impact of the different ways to fund them can be found in section 7.4 of the supporting information for this consultation document.
Because the amount each property will pay varies based on the value of the property, the table below shows how these options would affect a range of different property values.

<table>
<thead>
<tr>
<th>Property value:</th>
<th>OPTION A: $136M</th>
<th>OPTION B: $311M</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Non-business †</td>
<td>Business</td>
</tr>
<tr>
<td></td>
<td>pays</td>
<td>pays</td>
</tr>
<tr>
<td>$300,000</td>
<td>$6</td>
<td>$10</td>
</tr>
<tr>
<td>$500,000</td>
<td>$10</td>
<td>$17</td>
</tr>
<tr>
<td>$890,000</td>
<td>$17</td>
<td>$30</td>
</tr>
<tr>
<td>$1,080,000 ‡</td>
<td>$21</td>
<td>$37</td>
</tr>
<tr>
<td>$1,500,000</td>
<td>$29</td>
<td>$51</td>
</tr>
<tr>
<td>$2,000,000</td>
<td>$39</td>
<td>$68</td>
</tr>
<tr>
<td>$2,882,000 ‡</td>
<td>$56</td>
<td>$98</td>
</tr>
<tr>
<td>$3,000,000</td>
<td>$58</td>
<td>$102</td>
</tr>
<tr>
<td>$5,000,000</td>
<td>$97</td>
<td>$169</td>
</tr>
<tr>
<td>$10,000,000</td>
<td>$195</td>
<td>$338</td>
</tr>
</tbody>
</table>

7. Non-business includes residential, farm and lifestyle properties.
8. This represents the average residential property value.
9. This represents the average business property value.

10-year Budget Question 3:

What is your opinion on a proposed targeted rate to invest more to protect our environment?

- Support option A – a targeted rate of an average of $21 per year per residential ratepayer. This increase would allow us to make limited improvements to environmental protection, mainly focusing on kauri dieback disease.
- Support option B – a targeted rate of an average of $47 per year per residential ratepayer. This increase would allow us to spend more on tackling kauri dieback disease, and allow us to better protect our native species and ecosystems.
- Do not support a targeted rate to invest more to protect our environment
- Other
Key Issues for consultation
Issue 3: Rates and charges

Rating policy – general (all ratepayers)

This document talks about the three key, long-term challenges facing Auckland – high population growth, deterioration of our environment and growing inequity. There is a fourth challenge that involves residents and ratepayers: How to balance the investments Auckland needs with the community’s ability and willingness to pay.

For this 10-year Budget we are proposing to limit the average general rate increase to a maximum of 3.5 per cent but for the first two years we plan to contain the average general rate increase to 2.5 per cent. Without this level of increase in general rates, we would have to reduce existing service levels and defer, or cut, some currently planned projects. Which services and projects and how much they would be reduced, would depend on the level of rate reduction and decisions made by elected members.

However, these proposed increases alone aren’t enough to pay for some of the improvements proposed in this document. That’s why we’re seeking feedback on additional funding mechanisms. In summary, our proposals are:

- the introduction of a Regional Fuel Tax to replace the Interim Transport Levy to help fund increased transport investment
- a water quality targeted rate of an average of $66 for residential ratepayers and $308 for business ratepayers to fund an accelerated programme to improve water quality in our harbours and streams. This rate will vary as it’s based on the capital value of your property
- a natural environment targeted rate of an average of either $21 or $47 for residential ratepayers and $98 or $219 for business ratepayers to fund initiatives aimed at protecting and enhancing our environment. This rate will vary as it’s based on the capital value of your property.

We also propose to maintain our current policy of increasing the Uniform Annual General Charge (UAGC) in line with the general rate increase outlined above.

In 2012, we adopted a policy of gradually reducing business rates to what we believe is a fairer share. Currently the business sector pay 32.7 per cent of general rates. The policy is to gradually reduce it to 25.8 per cent. This is called the Long Term Differential Strategy (LTDS). This adds approximately 0.5 per cent to average residential rates each year. Last year, we paused the LTDS so that all ratepayers received the same increase. We are proposing to resume the re-balancing from 2018/2019. The proposed targeted rates (water quality and natural environment) use the 25.8 per cent share.

These proposals will affect each ratepayer differently because they are based on your property’s capital value and this too is changing. The table below shows what this could look like for a range of property values in 2018/19. The two options for the Natural Environment Targeted Rate are shown separately.

It should be noted that the tables below exclude changes from the other proposals discussed below (Waste charges, changes to the rating of the online accommodation sector, Rodney local board transport targeted rate and Papakura Business Improvement District targeted rate). These only apply to some areas or sectors and the impact of each of these proposals is set out in separate tables on pages 31-33.

More information about how these proposals will affect your property is available in our Online rates guide. Ratepayers can use this tool to assess how key proposals will affect their rates before giving feedback on those proposals. The rates guide is available online, please visit Auckland Council website > Have Your Say > Online Rates Guide. Libraries and service centres can offer access to this on-line tool.

10. The ITL may need to be temporarily continued if the legislation for the regional fuel tax is significantly delayed.
In the previous sections we asked you to indicate which options you supported to fund additional investment in transport and the environment. Also in this document we have outlined some of the increasing costs caused by growth and improvements to our infrastructure, and how we are working to contain these costs.

We would like to know whether you support limiting the average general rate increase to a maximum of 3.5 per cent for the 10 years, but for the first two years containing the average general rate increase to 2.5 per cent. Without this level of rate increase, we would have to reduce existing services levels and defer or cut some currently planned projects.

10-year Budget Question 4:
In addition to the targeted rates for specific proposals, outlined earlier in this document, we are proposing a general rate increase of 2.5 per cent for the first two years and then 3.5 per cent for years three to 10.

What is your opinion on this proposed rates increase?

• Support • Do not support • Other?

11. Non-business includes residential, farm and lifestyle properties.
12. Replaced by a regional fuel tax unless implementation significantly delayed (see footnote 9).

A temporary continuation of the ITL would add to the amount of the total change in rates in this table.
Waste charges – area specific

In 2012, we adopted a Waste Management and Minimisation Plan (WMMP) with the aspirational goal of zero waste to landfill by 2040. This was after extensive public consultation.

As part of progressing towards this goal we decided to provide a three-bin service to residential properties with:

• recycling funded through a targeted rate
• food scraps collection funded through a targeted rate and the waste levy (urban area only)
• refuse funded through user pays (called pay-as-you-throw).

The WMMP is currently being reviewed and consulted on alongside this 10-year Budget. For more information please visit the Auckland Council website > Have Your Say > Waste Minimisation Management Plan. The new draft plan is based on the same general approach to the three bin service as the current plan.

In the WMMP 2012, we decided to roll out a service to collect food scraps in urban Auckland (excluding the Hauraki Gulf islands). This service is intended to be introduced in Papakura in 2018 and then in the rest of urban Auckland. In this 10-year Budget, we need to determine how to pay for the food scrap collection as it rolls out. We propose to increase the existing waste targeted rate by $67 per year ($1.29 per week) per residential property. The increase will be applied as the service starts in each area and will only be applied where the service is available.

User pays refuse collection will also be introduced in the former Auckland City and Manukau City areas from 2020/2021. Currently, these are the only two areas that pay for kerbside refuse collection through a targeted rate. The rest of Auckland already has user-pays. We are proposing a cost of $3.80 per collection for a 120-litre bin for each residential property.

The chart below shows what the average household would pay under our proposal:

Changes to urban household waste costs

<table>
<thead>
<tr>
<th>Current services 2017/18</th>
<th>Future services 2020/21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Papakura, North Shore and Waitākere</td>
<td>Auckland and Manukau</td>
</tr>
<tr>
<td>$237</td>
<td>$219</td>
</tr>
<tr>
<td>$102 (Refuse collection (pay as you throw))</td>
<td>$102 (Refuse collection (pay as you throw))</td>
</tr>
<tr>
<td>$135 (Base service incl. recycling &amp; inorganics collection)</td>
<td>$117 (Base service incl. recycling &amp; inorganics collection)</td>
</tr>
<tr>
<td>$264 (Average household)</td>
<td>$225 (Efficient household)</td>
</tr>
<tr>
<td>$108 (Refuse collection (Rates funded))</td>
<td>$108 (Refuse collection (Rates funded))</td>
</tr>
<tr>
<td>$89 (Food waste (Targeted rate*))</td>
<td>$67 (Food waste (Targeted rate*))</td>
</tr>
<tr>
<td>$67 (Base service incl. recycling &amp; inorganics collection)</td>
<td>$67 (Base service incl. recycling &amp; inorganics collection)</td>
</tr>
</tbody>
</table>

* This targeted rate will only apply in areas where the service is available, starting in Papakura in 2018.

More detailed information on the roll out of the Waste Management and Minimisation Plan and the costs can be found section 7.5 of the supporting information for this consultation document.
Rating of the online accommodation sector – sector specific

Growth of the online accommodation sector has been significant, with Airbnb properties alone exceeding 10 per cent market share in the last year. There is an equity issue in terms of the rating classification of these properties, many of which are operating as a business but are paying lower, residential rates and are not paying the Accommodation Provider Targeted Rate. Our proposals (explained below) seek to address this inequity and some providers may have significant rate increases as a result.

Impact on general rates

We are proposing that properties rented via web-based accommodation services such as Airbnb, where the entire residence is let (not just a room), and depending on the number of days booked, will be rated as follows:

- residential – up to 28 days booked per annum
- medium-occupancy online accommodation provider (i.e. between 29 and 135 days booked) rated as 75 per cent residential and 25 per cent business
- business-over 135 days booked.

The table below summarises the estimated change in general rates in 2018/19 for different value properties as a result of the proposal to reclassify these properties as business or “mixed use” ratepayers. This has the effect of reducing the amount paid by other businesses as the total business share of rates is spread across a greater number of businesses. The extent to which rates will change will depend on how many online providers are identified.

<table>
<thead>
<tr>
<th>Property Value</th>
<th>Existing Business ratepayers</th>
<th>Online accommodation providers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up to 28 booked nights per annum</td>
<td>Between 29 and 135 booked nights per annum</td>
</tr>
<tr>
<td>$750,000</td>
<td>-$46 (-1%)</td>
<td>$0 (0%)</td>
</tr>
<tr>
<td>$1,080,000</td>
<td>-$66 (-1%)</td>
<td>$0 (0%)</td>
</tr>
<tr>
<td>$1,500,000</td>
<td>-$91 (-1%)</td>
<td>$0 (0%)</td>
</tr>
</tbody>
</table>

Impact of Accommodation Provider Targeted Rate

In 2017, the council introduced a new targeted rate on property used for commercial accommodation, to fund half the council’s expenditure on visitor attraction and major events. As some online accommodation providers operate in similar ways and receive similar benefits from this expenditure as traditional accommodation providers, we propose to extend the application of the Accommodation Provider Targeted Rate (APTR) to the online sector.

If the property is within Zones A and B, we propose to apply the APTR as follows:

- residential – exempt
- medium-occupancy online accommodation provider – 25 per cent of APTR rate
- business – 100 per cent.

The table below illustrates the estimated change in APTR for different value properties as a result of the proposal to apply the APTR to online accommodation providers, assuming all online providers are able to be identified. The impact on serviced apartments and residential properties is shown separately. The existing APTR applies at different rates to hotels and motels. Serviced apartments would be treated as a hotel, while other residential properties would be treated as a motel.

13. Residences let out via online web-based accommodation services such as Airbnb and bookabach.
   Zone B - Henderson-Massey, Hibiscus and Bays, Howick, Kaipātiki, Manurewa, Ōtara-Papatoetoe, Puketāpapa, Upper Harbour, Waiheke and Whau local board areas.
### 10-year Budget Question 5:

**What is your opinion on this proposal?**

- Support
- Do not support
- Other?

### Other rating issues

There are other rating issues that affect specific groups:

- The Papakura Business Improvement District Association has requested an extension to the Papakura BID targeted rate boundary. For more information on the proposal, see section 7.11 of the supporting information for this consultation document.

- A Rodney Local Board transport targeted rate. The Rodney Local Board is proposing a targeted rate of $150 per separately used or inhabited part of a rating unit within its area to enable additional investment in local transport projects of $41 million over the next 10 years. For further information see section 7.12 of the supporting information for this consultation document and the Rodney Local Board supporting information.

### Fees and charges

#### Regulatory fees and charges

We are proposing introducing new fees relating to:

- Deemed Permitted Boundary Activity Notices (issued under the Resource Management Act 1991)

These will be based on a deposit of $400 (including GST) and standard hourly rates for work completed.
Land advisory services
We also propose introducing a new charging regime for land advisory services associated with council-owned land such as applications for physical works and activities, acquisition or disposal, and strategic development. This will be based on deposits between $570 and $1410 and hourly rates between $85 and $180 – all inclusive of GST.

Cemetery fees
We are proposing a waiver of fees for the cremation of babies under 1 year old.

Water and Wastewater charges
Watercare are proposing to increase water and wastewater charges in line with their previously indicated annual increases:
• Water charges by 2.5 per cent per annum
• Wastewater charges by 3.3 per cent per annum.

Further work to do

Developing our final 10-year Budget and the ways we fund it still has some way to go.

1. Your feedback
We need your feedback on our proposals. This will help us make our final decisions in May 2018.

2. Group budgets and performance targets
We will review the council group budgets to update them with the latest information on cost drivers such as project timing, interest and inflation rates. We will also be ensuring we continue delivering the best value for money for ratepayers by operating more efficiently i.e. providing the same levels of service at lower cost. We are also reviewing how we measure the performance of council services.

3. Non-strategic asset sales and other revenue generation
Work on these areas will help us fund the currently unfunded programmes for the city centre, waterfront and Panuku regeneration programmes. The Americas Cup and APEC meetings in 2021 mean the city centre and waterfront projects are likely to be top of the list. Further information can be found in our Draft Financial Strategy in section 1.2 of the supporting information for this consultation document.

4. Central government
The new government has a policy programme that will significantly affect Auckland. We must work with them on their plans for extra housing and their priorities for transport.
There is a real opportunity to align with government priorities and seek assistance with funding some of the key infrastructure faster than we could do on our own, particularly around transport and growth-related infrastructure.
These four areas will help us work towards more certainty before we formally adopt the 10-year Budget in June 2018. However, some of these discussions may continue beyond that date and we may need to update and consult on our transport programme with the 2019/2020 Annual Plan.
Other changes and budget information

A wide range of other important matters are discussed in the supporting information for this consultation document. We’d like to draw your attention to these and want to hear your views on the summaries below.

Disestablishment of Auckland Council Investments Ltd (ACIL)

ACIL is a council-controlled organisation (CCO). It was established on amalgamation of Auckland Council with the objective of bringing a strong commercial focus to the ownership and governance of our major investment assets. ACIL’s annual costs are just over $1 million. It owns two significant assets on behalf of Aucklanders:

- Auckland International Airport Ltd (AIAL) — 22.3 per cent shareholding valued at $1.9 billion
- Ports of Auckland Ltd (POAL) — 100 per cent shareholding valued at $1.1 billion.

We have been considering options to enhance the benefits from our investments in these two assets, to increase the strategic alignment between the council and POAL and to also reduce our costs.

In addition to the status quo, we considered expanding the portfolio of council assets under ACIL’s management but concluded that there weren’t enough commercial assets with enough in common to make this approach worthwhile.

We also considered transferring AIAL shares to council and POAL to an alternative CCO, but we concluded that there wasn’t sufficient strategic alignment between POAL and the activities of our other CCOs. Additionally, this option wouldn’t assist with the objective of improved strategic collaboration between the council and POAL.

Our proposal

We are proposing to disestablish ACIL and directly hold the shares in AIAL and POAL.

This may mean that the council would be responsible for appointing directors of Ports of Auckland. Our accountability and monitoring role in relation to Ports of Auckland would primarily be exercised through POAL’s annual Statement of Corporate Intent. ACIL’s operating expenditure of just over $1 million per year includes staff costs, directors’ fees, audit fees and professional services. Some portion of the $1 million annual costs would need to be incurred by the council rather than ACIL, but there would still be a net cost saving of between $500,000 and $800,000 per year.

POAL would continue to have a commercial mandate under legislation that could not be overridden by shareholder directives from the council, beyond what is included in the Statement of Corporate Intent. This commercial mandate would be further protected from undue political interference through an agreed Memorandum of Understanding setting out communication protocols, the board appointment process, clear role delineation and a dispute resolution protocol.

Under direct ownership, legislation would still require further public consultation before we could decide to sell any of our shares in either AIAL or POAL.

Advantages of disestablishment:

- developing a better understanding of POAL’s business through the direct relationship with the council. An improved relationship may also have some spin-off benefits in terms of fostering closer collaboration in areas of mutual benefit such as shared services and procurement
- net cost savings of between $500,000 and $800,000 per year.

Disadvantages of disestablishment:

- potential conflicts between political decision-making and the longer term commercial objectives of the business of POAL could potentially negatively affect the commercial performance and value of POAL. This risk is mitigated by the commercial mandate of POAL under legislation, and would be further reinforced through the use of an agreed Memorandum of Understanding.

We propose therefore, to disestablish ACIL because we consider that the advantages of the improved strategic relationship between council and POAL, along with the cost savings, outweigh the potential disadvantages.

For more information see section 7.10 of the supporting information for this consultation document.
CCO Accountability Policy
We are proposing to amend our CCO Accountability Policy to better align the objectives of CCOs with the council. The proposed draft policy can be found in section 5.2 of the supporting information for this consultation document.

Revenue and Financing Policy
The Revenue and Financing Policy is being amended to provide for the proposals that the council is consulting on, and the proposed amendments are being consulted on separately from but concurrently with this plan. For further information and to have your say please visit the Auckland Council website > Have Your Say > Draft Revenue and Financing Policy. The proposed draft policy can also be found in section 4.1 of the supporting information for this consultation document.

Co-governance of Tūpuna Maunga
The Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 (the Act) came into effect on 1 August 2014. The Act vested the Crown-owned land on 14 Tūpuna Maunga (ancestral mountains/volcanic cones) in 13 iwi/hapū groups with interests in Auckland (Ngā Mana Whenua o Tāmaki Makaurau). The Act also established the Tūpuna Maunga o Tāmaki Makaurau Authority (a co-governance body between the council and Ngā Mana Whenua) to administer the Tūpuna Maunga.

The Act requires that the Tūpuna Maunga Authority prepare an Annual Operational Plan to provide a framework in which the council will carry out the routine management of the 14 Tūpuna Maunga, under the direction of the Maunga Authority. This must be prepared and adopted concurrently with the council’s annual budget and included in summary form. A summary of the Tūpuna Maunga Authority’s draft Operational Plan 2018/2019 can be found in section 4.4 of the supporting information for this consultation document.

Local Board Funding Policy
There are no proposed changes to the Council’s Local Board Funding Policy and the existing policy is included in section 4.3 of the supporting information for this consultation document.
Local board priorities

This section sets out the key local priorities, including advocacy points\(^{17}\), for each local board area for 2018/2019. We are seeking your feedback on whether we have got these priorities right.

For more information about the priorities for your local area, please see section 6 of the supporting information for this consultation document. For more information about activities deliver in your local area, see section 3.2 of the supporting information of this consultation document.

<table>
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<tr>
<th>Local Board</th>
<th>Key Priorities</th>
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| Albert-Eden         | • Providing funding to the community to identify, maintain and care for our notable trees in Albert-Eden  
                      • Collaborating with neighbouring local boards and community groups to develop joint management plans for Te Auaungra-Oakley Creek and Waititiko-Meola Creek  
                      • Investigating the creation of a cycling and walking connection between St Lukes and Greenlane train station  
                      • Supporting local businesses in our town centres to implement sustainable practices, for example alternatives to putting fat and oil down the drain, or reducing plastic bag usage  
                      • We will advocate to the Governing Body for a replacement aquatic centre in Albert-Eden and for an investigation into a replacement indoor multi-sport facility at Gillies Ave, Epsom. |
| Devonport-Takapuna  | • Determining a suitable location for a dog park in our area  
                      • Developing a pest-free strategy for our area, and understand which pests should we focus on eliminating first  
                      • Focusing our transport budget on cycle and walkway projects along Lake Road  
                      • Continuing to advocate for the budget to deliver the Lake Road Improvements project, and consider whether the community would support a targeted rate to fund part of the project budget, or a particular component of it. |
| Franklin            | • Reducing waste to landfill by planning for the development of community recycling centres in Beachlands and Pukekohe  
                      • Focus on caring for our natural environment, by continuing to support Wairoa River Action Plan implementation and by helping others to control weed and animal pests  
                      • Start on the ground delivery of local trails, including the Hunua cycle trail, Pohutukawa Coast trails, Waiuku trails and Pukekohe trails  
                      • Promoting Franklin tourism opportunities through branding, digital tools and as a motor home-friendly destination  
                      • Improvements to our existing community facilities, including our key advocacy project for developing the Karaka Sports Park as a multi-sport and community hub. |

\(^{17}\) Local boards advocate to the Governing Body for funding for projects that cannot currently be accommodated in local budgets.
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<tr>
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| Great Barrier | • Continuing to support community initiatives including the Life-long Learning strategy, Dark Sky Sanctuary and grants funding  
• Continuing to support environment initiatives such as funding a biosecurity/biodiversity officer, water quality monitoring and Ecology Vision stage 3  
• Providing subsidies for:  
  — Baby and child burials (0-12years)  
  — herbicide-free weed management in the road corridor  
• Continuing to invest in infrastructure including the Tryphena Coastal Trail stage 3, investigations into sites for central and northern cemeteries, a research and education centre investigation, and completing an island 10-year infrastructure plan  
• Continuing to seek funding for our key advocacy project to implement a solar micro grid with electric vehicle chargers for the council buildings at Claris. |
| Henderson-Massey | • Preparing an urban design plan for Te Atatu South in collaboration with the ‘Heart of Te Atatu South’ community group, particularly to enhance the area around the community centre and local park space  
• Developing a Henderson-Massey wide ‘connections’ plan to identify alternative street routes, park paths and trails and prioritise investment areas for improving these opportunities to get around without a car  
• Refreshing the Henderson heritage trail to also express the Māori history of the area  
• Advocating for a pool in the North West area and to buy land to prepare for it plus sports fields and local community facilities in the future. |
| Hibiscus and Bays | • Reviewing the way we assess and allocate local contestable grants for events and activities within our local board area  
• Implementation of the Mairangi Bay Reserves Development Plan projects including closing the beachfront section of Montrose Terrace and providing a connecting road with angle parking at the back of the reserve to provide more open space  
• Allocation of funding for promotional information to encourage community and visitor use of the Gulf Harbour weekend ferry trial  
• Working with partners to facilitate local employment opportunities in Silverdale  
• Our key advocacy project to address coastal erosion and protect Ōrewa Beach Esplanade and reserves. |
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<tr>
<th>Local Board</th>
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<td>Howick</td>
<td>• Continue management of coastal erosion and sand replenishment, including continued advocacy to the Governing Body for a regional fund</td>
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<td>• Provide dedicated dog exercise areas in Pakuranga, Howick and Botany</td>
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<td>• Develop an overarching pest management project that incorporates existing and new projects, eg weed removal and pest eradication</td>
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<td>• Provide more all-weather sports fields, such as artificial turf, and improve drainage and irrigation on our parks to reduce the impact of weather</td>
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<td>• Key advocacy project: Bring forward development of multi-use community facility and library, and the aquatic centre at Flat Bush.</td>
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<td>Kaipātiki</td>
<td>• Advocating to the Governing Body to include funding in the 10-year Budget to redevelop Birkenhead War Memorial Park as guided by the masterplan currently being completed</td>
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<td>• Working with key stakeholders to plan and deliver the redevelopment of central Northcote, which includes a combined library, arts and community building, quality parks and public open spaces and safe and easy walking and cycling connections</td>
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<td>• Continuing to deliver the priority walking and cycling projects identified within the Kaipātiki Connections Network Plan including a coastal walking and cycling link between Tui Park and Shepherds Park in Beach Haven</td>
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<td></td>
<td>• Continuing to support Pest Free Kaipātiki and other environmental initiatives</td>
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<td>• Enabling and expanding neighbourhood placemaking initiatives through our community groups.</td>
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<tr>
<td>Māngere-Ōtāhuhu</td>
<td>• Promote waste reduction, for example through existing partnerships with Business Improvement Districts so town centres are clean and attractive and monitoring delivery of maintenance contract outcomes</td>
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<td>• New toilets, pathway and fitness equipment in Boggust Park</td>
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<td>• Continue supporting active, healthy lifestyles and free access to swimming pools.</td>
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<td>• Continuing to improve our local parks and playgrounds so they are safe, attractive and well-used, such as the green areas near Māngere Bridge, Favona and Centre Park</td>
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<td>• Promoting local tourism opportunities and creating gateway to the city, by leveraging local art, craft, culture and enterprise to promote Māori and Pasifika identity and our rich natural environment</td>
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<td>• Key advocacy project: We are advocating to the Governing Body to enhance and improve the Māngere East precinct as a thriving, liveable community hub. We are asking for joined up planning and investment that makes the street environment, shopping area and community facilities safe, connected and with accessible open areas.</td>
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| Manurewa            | • Key advocacy project: Advocate to the Governing Body to fund improvements at Manurewa War Memorial Park, including an upgrade of the playing fields and community facilities  
                      • Implement the Tōtara Park masterplan to enhance the park’s character as a countryside destination while accommodating outdoor uses starting with improvements to existing facilities  
                      • Improve our retail centres:  
                        — progress work to create a vibrant Manurewa Town Centre precinct for travelling, working, socialising and living with a focus on improving the streetscape, improving pavements and introducing more flora  
                        — partner with Clendon’s residents and local business owners to support community events, build pride and improve public safety  
                      • Provide funding to support the development of a multi-purpose, creative youth friendly space in the Manurewa Town Centre that supports and nurtures youth development networks  
                      • Advocate to the Governing Body to improve the response to and monitoring of illegal dumping so our public and community spaces are clean, attractive and welcoming.                                                                 |
| Maungakiekie-Tāmaki| • Delivering a programme of free, local, community events and activities throughout the year and financially supporting community-led initiatives through our local grants programme and work with funding partners.  
                      • Working with the community, police, business associations, volunteer safety groups and other organisations on initiatives to reduce and prevent crime as well as increasing local monitoring of our public spaces  
                      • Investing in our natural environment and address our polluted waterways through continuing the Industry Pollution Prevention campaign and ecological restoration programmes as well as creating a new project aimed at protecting our birdlife  
                      • Assessing and planning for upgrades to our local community facilities such as Panmure Hall, local parks and supporting the redevelopment of Ruapōtaka Marae  
                      • Advocate for a transport interchange in Onehunga that joins the existing bus and rail stations and has the option to include future public transport connections such as light rail.                                                                 |
| Ōrākei              | • Key advocacy project: Advocate for and partially fund a walking and cycling linkage from Gowing Drive in Meadowbank to the Glen Innes to Tamaki Drive Shared Path and across to Kohimarama/Mission Bay, providing a safe alternative route for school students  
                      • Design a north-south connection from Stonefields to St Johns/Glen Innes as a shared space for walkers, cyclists and vehicles through Colin Maiden Park |
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| Órākei      | • Improved walking routes, pest management and native planting, for Kepa Bush and the Pourewa Valley environs  
• Develop a Local Healthy Waterways Plan to improve waterways and stormwater infrastructure throughout the Órākei Local Board area  
• To identify and improve the amenity and functionality of local centres taking into consideration nearby commercial or residential development opportunities  
• Improve Tamaki Drive for all users leveraging off planned projects and events, such as those identified in the Tamaki Drive Masterplan and possibly the Americas Cup. |
| Ótara-Papatoetoe | • Advocating to Auckland Transport to build light rail from the airport to Manukau and on to Botany, starting with immediate route protection  
• Investing in improved sports field playing surfaces and lighting in Ótara and Papatoetoe parks, to meet growing demand for sports fields in Ótara-Papatoetoe  
• Developing public open space at Hunters Corner shopping centre, on Sutton Crescent, to provide places for people to meet and relax  
• Delivering free adult entry to swimming pools to secure important social and public health benefits. The board is proposing to continue to pay for this through a targeted rate, estimated at $29.94 per household in 2018-2019  
• Key advocacy project: advocating for Colin Dale Park to be recognised as a regional facility and becoming a regional park. |
| Papakura    | • Key advocacy project: Advocate to the Governing Body to fund the $2.5 million shortfall to build a multi-storey park-and-ride facility at the Papakura train station, which will provide for an additional 300 parking spaces  
• Working together with Papakura businesses, community groups, the Police and the Papakura Business Association to address perceptions of safety of the Papakura town centre. We will also further implement the recommendations that have come out of a town centre safety review, which may include an upgrade of the CCTV system  
• Funding a comprehensive programme for mangrove removal, including ongoing maintenance of the affected areas  
• Preserving our heritage by working with mana whenua and the Papakura Museum to identify wāhi tapu (sacred places), taonga (treasures) and heritage buildings and start the development of a Papakura heritage trial  
• Investing in solar panels and a cover for the Massey Park Pool to extend the swimming season and usage of the Massey Park external pool. |
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| Puketāpapa    | • Improvements to community facilities, such as Waikowhai Coastal walkway, Keith Hay Park and Harold Long/ Fearon Park  
• Planning for future development at Monte Cecilia, Mt Roskill War Memorial, Waikōwhai and Margaret Griffen Parks and greenways  
• Supporting young people to get into work and to participate in decision making through youth training programmes and participation in the Puketāpapa Youth Panel  
• Continuing the restoration of Te Auaunga/ Oakley Creek catchment through naturalisation projects and the implementation of markers and a fale shelter to encourage neighbourhood understanding and connection to the awa  
• Building pride in cultural diversity by providing programmes and events that celebrate the diversity of Puketāpapa and help create a unique local identity. |
| Rodney        | • Advocate for and contribute funding to a local indoor court facility at the Huapai Domain  
• Introduce an annual targeted rate of $150 per dwelling or business premise to bring forward improvement in local transport services and infrastructure within the Rodney Local Board area  
• Complete a masterplan (concept plan) for the future reserve at Green Road, Dairy Flat and commence plans for the future use and development of for all Rodney Reserves  
• Contribute funds to the design of the first stage of the future multisport building at the Warkworth Showgrounds  
• Support and fund community initiatives to deliver town centre improvements with a focus on Warkworth, Helensville, Wellsford, Kumeū and Huapai. |
| Upper Harbour | • Advocating to the Governing Body to allocate funding in the 10-year Budget for the provision of a sub-regional, multi-use, multi-sport indoor court facility for the north-west  
• Connecting our local parks and reserves through "street to street" cycling and pedestrian crossings to improve accessibility and user experience  
• Constructing a coastal walkway between Limeburners Reserve and Marina View Drive  
• Protecting and conserving Upper Harbour reserves through methods such as restoration planting. |
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| Waiheke          | • Progressing plans for a community swimming pool, noting ongoing local budget will be required to offset any debt funding  
                    • Partnering with our community to develop and begin implementing a Waiheke Island pest-free plan  
                    • Implementing the Little Oneroa Concept Plan  
                    • Developing a Housing Strategy and progressing key actions which meet identified community housing needs  
                    • Creating a youth space in collaboration with our local schools and youth representatives  
                    • Ensuring Essentially Waiheke is recognised as a core strategic document within any regulatory frameworks  
                    • Advocating to the Governing Body to fund the implementation of the Matiatia Strategic Plan that is currently being developed. |
| Waitākere Ranges | • Advocating for the Glen Eden Urban Design Framework and Implementation Plan to be fully funded in the 10-year Budget  
                    • Continuing advocacy to seek an increased level of funding to be made available for heritage area programmes under the local board’s decision making control  
                    • Finalising a Waitākere Ranges ‘greenways’ plan’, that will identify a network of local walking and cycling connections, and prioritising investment areas for improving these opportunities to get around without a car  
                    • Making improvements, such as park benches, to some of our small Glen Eden parks so that they are more user-friendly. |
| Waitematā        | • Continue to improve and activate our local parks with new areas of focus including the upgrade of Basque Park drainage and new pathway, Heard Park in Parnell becoming a focal point for the community with upgraded onsite facilities and seeking funding to develop a full site civic space at 254 Ponsonby Road  
                    • Restore Waiparuru, Waipapa and Newmarket Streams in collaboration with residents, community groups and iwi and partner with Albert-Eden and Puketāpapa Local Boards to develop a protection and restoration strategy for Meola and Motions Creek catchments and the Three Kings to Western Springs Aquifer Initiative. |
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| Waitematā (continued) | • Continue to improve our transport network by using our Transport Capital Fund to deliver:  
• safe and high amenity walking and cycling options as set out in the Waitematā Greenways Plan 2013  
• streetscape improvements; and  
• slow traffic zones in residential areas  
• Enhance the awareness and provision of city centre facilities (such as showers, toilets and lockers) based on a needs and gaps assessment  
• Work towards the elimination of agrichemical spraying at our local parks  
Given financial constraints we propose to make Albert Park and Myers Park agrichemical spray free in 2018/2019. |
| Whau | • Advocate to the Governing Body to include funding for a pool and recreation centre for the Whau in the 10-year Budget  
• strengthen and connect our diverse communities delivering on our ethnic peoples plan  
• seek increased care and protection for our significant trees  
• work closely with BIDs and foster quality town centre development and improvements to local transport centres  
• look at new projects that move Whau to “lower carbon” living. |

For more information about the priorities for your local area, please see section 6 of the supporting information for this consultation document.
Have your say

We want to hear your views on the issues facing Auckland’s future. The public consultation runs from 28 February to 8pm 28 March 2018. There are a number of ways you can have your say including:

| Written feedback | You can provide feedback online at akhaveyoursay.nz  
You can complete the feedback form and send it to the freepost address provided, or email it to: akhaveyoursay@aucklandcouncil.govt.nz |
|------------------|-------------------------------------------------------------------------------------------------|
| In person        | We will run ‘Have your say’ events during the consultation period. These are designed to give you an opportunity to be heard by our decision-makers.  
Events will be spread across the region with various times and days, which you’ve told us are more convenient. If you require an interpreter at an event, please contact us. If you would like to submit your feedback at an event in New Zealand Sign Language or in Te Reo Māori, please contact us ahead of the event.  
To find your nearest event, visit akhaveyoursay.nz or call 09 301 0101. |
| Social media     | Comments made through these channels will be considered written feedback:  
• Twitter: comments using @aklcouncil and #akhaveyoursay  
• Facebook: posts on facebook.com/aklcouncil – using #akhaveyoursay |

Translations

We want as many people from Auckland’s communities as possible to have their say in this process.

To help with this, translated summaries of the consultation material as well as the feedback forms are available in Māori, Chinese, Samoan, Korean, Tongan and accessible versions.

The translated documents are available:
• online at akhaveyoursay.nz for downloadable translations and feedback forms  
• in libraries, local board offices and service centres  
• by emailing akhaveyoursay@aucklandcouncil.govt.nz  
• by calling 09 301 0101.

Other consultations

We are consulting on our 10-year Budget and the refreshed Auckland Plan as discussed in this document. At the same time, we’re also consulting on the:
• draft Waste Management and Minimisation Plan  
• proposed Regional Pest Management Plan  
• draft Revenue and Financing Policy.

You can read the full documents and provide feedback on these plans at akhaveyoursay.nz

The full Supporting Information that supports this Consultation Document and summaries of the plans will also be available at libraries, service centres and local board offices.
Where to get more information

10-year Budget 2018-2028
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > Budget plans > Our 10-year budget (long-term plan) > The 10-year Budget 2018-2028

**Mayoral proposal for 10-year Budget**
Auckland Council website > Mayor of Auckland > Mayor Phil Goff’s vision for Auckland

10-year Budget 2018-2028 road map
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > Budget plans > Our 10-year budget (long-term plan) > 10year budget roadmap

The previous 10-year Budget 2015-2025
At a glance
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > Budget plans > Our 10-year budget (long-term plan) > The 10-year Budget 2015-2025 > The 2015-2025 budget at a glance

The full 10-year Budget 2015-2025

The draft Auckland Plan 2050
deaucklandplan.govt.nz

**The draft Auckland Plan 2050 – Overview**
akhaveyoursay.nz

The previous Auckland Plan (2012)
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > The Auckland Plan

Waste

**Waste Management Assessment**
Auckland Council website > Auckland’s Waste Assessment 2017

**Waste Management Plan**
Auckland Council website > Have Your Say > Waste Minimisation Management Plan

Regional Pest Management Plan
Auckland Council website > Have Your Say > Regional Pest Management Plan

Draft Revenue and Financing Policy
Auckland Council website > Have Your Say > Draft Revenue and Financing Policy
Independent auditor’s report on Auckland Council’s Consultation Document for its proposed 2018-28 Long-Term Plan

I am the auditor of the Auckland Council Group (the Council). Section 93C of the Local Government Act 2002 (the Act) requires an audit report on the Council’s 10-Year Budget 2018-2028 consultation document (consultation document) on pages 9 to 44. I have used my staff and resources, and appointed auditors and their staff, to complete the work for this report. I completed my report on 21 February 2018.

Opinion

In my opinion:

- the consultation document provides an effective basis for public participation in the Council’s decisions about the proposed content of its 2018-28 long-term plan, because it:
  - fairly represents the matters proposed for inclusion in the long-term plan; and
  - identifies and explains the main issues and choices facing the Council and the Auckland region, and the consequences of those choices; and
- the information and assumptions underlying the information in the consultation document are reasonable.

Issue 1 in the consultation document: Transport

Without modifying my opinion, I draw your attention to key issue 1 starting on page 17 of the consultation document about uncertainties relating to:

- priorities for transport related capital investment projects to be carried out during the next 10 years; and
- the amount of additional central government funding for transport to be able to deliver a capital investment programme of $11-12 billion.

Transport is a key issue, and the Council has recognised that it cannot address Auckland’s transport issues on its own and must partner with central government. This is being done through the Auckland Transport Alignment Project (ATAP). In August 2017, ATAP identified an indicative capital investment programme for the next 10 years. The new Government has indicated that it has different transport priorities and the indicative programme is now under review. A revised report is due in March 2018, and it is expected to influence the capital investment projects to be carried out by the Council, and the extent to which the expected additional central government funding for transport will be made available.
The effect of the above matters is that the Council is consulting on an $11-12 billion transport capital investment programme over the next 10 years, even though there is a high degree of uncertainty about the central government policy concerning any additional capital investment, both in terms of project priorities and funding.

In drawing your attention to these matters relating to uncertainties with the transport capital investment programme and additional central government funding to be received, I am not commenting on the merits of the policy content that they reflect. I consider the disclosures to be adequate.

**Basis of opinion**

Using my staff, and appointed auditors and their staff, I carried out my work in accordance with the International Standard on Assurance Engagements (New Zealand) 3000 (Revised): *Assurance Engagements Other Than Audits or Reviews of Historical Financial Information*. In meeting the requirements of this standard, I took into account particular elements of the Auditor-General’s Auditing Standards and the International Standard on Assurance Engagements 3400: *The Examination of Prospective Financial Information* that were consistent with those requirements.

I assessed the evidence the Council has to support the information and disclosures in the consultation document. To select appropriate procedures, I assessed the risk of material misstatement and the Council’s systems and processes applying to the preparation of the consultation document.

I did not evaluate the security and controls over the publication of the consultation document.

**Responsibilities of the Council and auditor**

The Council is responsible for:

- meeting all legal requirements relating to its procedures, decisions, consultation, disclosures, and other actions associated with preparing and publishing the consultation document and long-term plan, whether in printed or electronic form;

- having systems and processes in place to provide the supporting information and analysis the Council needs to be able to prepare a consultation document and long-term plan that meet the purposes set out in the Act; and

- ensuring that any forecast financial information being presented has been prepared in accordance with generally accepted accounting practice in New Zealand.

I am responsible for reporting on the consultation document, as required by section 93C of the Act. I do not express an opinion on the merits of any policy content of the consultation document.
Independence

In carrying out my work, I complied with the Auditor-General’s:

- independence and other ethical requirements, which incorporate the independence and ethical requirements of *Professional and Ethical Standard 1 (Revised)*; and
- quality control requirements, which incorporate the quality control requirements of *Professional and Ethical Standard 3 (Amended)*.

In addition to this report on the Council’s consultation document and all legally required external audits I or my appointed auditors have provided assurance reports on:

- an assurance engagement in respect of information provided by the Auckland Council and Auckland Council Group as required by the terms of its foreign borrowings programme; and
- other engagements for Watercare Services Limited in the areas of taxation services, probity, cyber and other security risk advisory services.

These engagement are compatible with those independence requirements. Other than these engagements I have no relationship with or interests in the Council or any of its subsidiaries.

Greg Schollum
Deputy Auditor-General
Wellington, New Zealand
Te Mahere a Tāmaki Makaurau 2050
Auckland Plan 2050
Our plan for the next 30 years

The Auckland Plan is a plan for Auckland, delivered by multiple agencies not just Auckland Council. It is a broad long-term strategy for managing our growth and development over the next 30 years which brings together social, economic, environmental and cultural objectives. It sets out:

• what Auckland is like
• our three major challenges – high population growth, sharing prosperity amongst all, and greater environmental pressure
• how we plan to tackle these challenges
• how Auckland will develop in the future
• the values that will shape how we work together
• key organisations that will play important roles in creating our shared future.

Given forecasts, trends and the long-term issues facing Auckland and its people, the Auckland Plan is structured around six integrated outcomes, which are then spatially reflected in a development strategy. The six outcomes are:

• Belonging and participation
• Māori identity and wellbeing
• Homes and places
• Transport and access
• Environment and cultural heritage
• Opportunity and prosperity.

We need to know what you want from Auckland in the long-term. In the following pages, we ask you to think about how the Auckland Plan will help to achieve these outcomes and shape Auckland’s future growth.
The outcomes we want for Auckland

Belonging and participation

All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential.

Auckland is experiencing rapid growth and social change – and this will continue. Change itself is not the issue, but the speed and scale of change can create difficulties if we don’t pay attention to it.

We have a diverse population and diversity brings with it many differences in values and lifestyles, demands for goods and services, and expectations of civic engagement and democracy.

For Auckland to be a place where people continue to want to live and work, everyone must have the opportunity to succeed.

To address this and achieve this outcome we are proposing:

<table>
<thead>
<tr>
<th>Direction</th>
<th>Focus area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direction 1</strong>&lt;br&gt;Foster an inclusive Auckland where everyone belongs.</td>
<td><strong>Focus area 1</strong>&lt;br&gt;Create safe opportunities for people to meet, connect, participate in and enjoy community and civic life.</td>
</tr>
<tr>
<td><strong>Direction 2</strong>&lt;br&gt;Improve health and wellbeing for all Aucklanders by reducing harm and disparities in opportunities.</td>
<td><strong>Focus area 2</strong>&lt;br&gt;Provide accessible services and social infrastructure that are responsive in meeting people’s evolving needs.</td>
</tr>
<tr>
<td><strong>Focus area 3</strong>&lt;br&gt;Support and work with communities to develop local leadership and the resilience to thrive in a changing world.</td>
<td><strong>Focus area 4</strong>&lt;br&gt;Recognise Te Tiriti o Waitangi / the Treaty of Waitangi as the bi-cultural foundation for a multi-cultural Auckland.</td>
</tr>
<tr>
<td><strong>Focus area 5</strong>&lt;br&gt;Recognise, value and celebrate Aucklanders’ differences as a strength.</td>
<td><strong>Focus area 6</strong>&lt;br&gt;Focus investment to address disparities and serve communities of greatest need.</td>
</tr>
</tbody>
</table>

Auckland Plan 2050 Question 1: An inclusive Auckland

In a fast growing city of increasing diversity and social change, people may or may not feel included or enjoy positive life experiences. The Auckland Plan proposes an inclusive Auckland where people live together with trust and mutual respect and everyone has the opportunity to participate to their full potential.

*Do you think the six focus areas identified in Belonging and participation will achieve this?*

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18. For example schools, parks and health centres.
Māori identity and wellbeing

A thriving Māori identity is Auckland’s point of difference in the world — it advances prosperity for Māori and benefits all Aucklanders.

Auckland’s Māori population is diverse and dynamic. Māori make up nearly 12 per cent of Auckland’s population - over half are under 25 and nearly a third are under 15 years old.

Rapid rises in housing, transport and living costs impact many Māori today. This has led to the displacement of whānau and has affected education and employment outcomes and access to services and facilities.

Thriving Māori identity and wellbeing means whānau, hapū, iwi and Māori communities can lead healthy and prosperous lives where their housing, employment, education, and health needs are met.

To address this and achieve this outcome we are proposing:

<table>
<thead>
<tr>
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</table>
| Direction 1 | Advance Māori wellbeing.  
Focus area 1  
Meet the needs and support the aspirations of tamariki and their whānau.  
Focus area 2  
Invest in marae to be self-sustaining and prosperous.  
Focus area 3  
Strengthen rangatahi leadership, education and employment outcomes.  
Focus area 4  
Grow Māori inter-generational wealth.  
Focus area 5  
Advance mana whenua as rangatira in leadership and decision-making and provide for customary rights.  
Focus area 6  
Celebrate Māori culture and support te reo Māori to flourish.  
Focus area 7  
Reflect mana whenua mātauranga and Māori design principles throughout Auckland. |
| Direction 2 | Promote Māori success, innovation and enterprise. |
| Direction 3 | Recognise and provide for Te Tiriti o Waitangi outcomes. |
| Direction 4 | Showcase Auckland’s Māori identity and vibrant Māori culture. |

Auckland Plan 2050 Question 2: Advance Māori wellbeing

The strengths and contributions Māori bring to Auckland will fuel economic growth and advance Māori wellbeing. With nearly a third of all Māori in Auckland aged under 15 years old, the Auckland Plan proposes investing more in tamariki and rangatahi to advance Māori wellbeing.

*Do you think the seven focus areas identified in Māori identity and wellbeing will achieve this?*
Homes and places

Aucklanders live in secure, healthy, and affordable homes, and have access to a range of inclusive public places.

The housing system does not work for many Aucklanders. We currently have one of the least affordable housing markets in the world and Aucklanders, whether buying or renting, pay more for housing than most other New Zealanders.

Auckland must think strategically about how the housing system can provide secure, healthy and affordable homes for all its residents.

To address this and achieve this outcome we are proposing:

<table>
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<tr>
<td><strong>Direction 1</strong>&lt;br&gt;Develop a quality, compact urban form to accommodate Auckland’s growth.</td>
<td><strong>Focus area 1</strong>&lt;br&gt;Accelerate quality development, at scale, that improves housing choices.</td>
</tr>
<tr>
<td><strong>Direction 2</strong>&lt;br&gt;Accelerate the construction of homes that meet Aucklanders' changing needs and preferences.</td>
<td><strong>Focus area 2</strong>&lt;br&gt;Increase security of tenure and broaden the range of tenure models, particularly for those most in need.</td>
</tr>
<tr>
<td><strong>Direction 3</strong>&lt;br&gt;Shift to a housing system that ensures secure and affordable homes for all.</td>
<td><strong>Focus area 3</strong>&lt;br&gt;Improve the built quality of existing dwellings, particularly rental housing.</td>
</tr>
<tr>
<td><strong>Direction 4</strong>&lt;br&gt;Provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living.</td>
<td><strong>Focus area 4</strong>&lt;br&gt;Invest in and support Māori to meet their specific housing aspirations.</td>
</tr>
<tr>
<td><strong>Focus area 5</strong>&lt;br&gt;Create urban spaces for the future, focusing investment in areas of highest population density and greatest need.</td>
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</tr>
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</table>

Auckland Plan 2050 Question 3: Affordable homes

Lack of affordable housing is creating stress for many Aucklanders. It is driving some key workers out of Auckland and limiting our ability to attract and retain talent. The Auckland Plan proposes that all Aucklanders deserve healthy, affordable homes with secure tenure in well-designed places, whether they own or rent their homes.

Do you think the five focus areas identified in Homes and places will achieve this?
Transport and access

Aucklanders will be able to get to where they want to go more easily, and will have choices about how they get around.

People living in large parts of Auckland still don’t have many choices in the way they travel. Often, simple things like walking, cycling or catching the bus are not easy or possible at all. Major chokepoints and bottlenecks also remain on many main roads.

We need efficient ways for people, goods and services to move within and across Auckland. The way we provide infrastructure and services needs to be suitable for people of all ages and mobility levels, so that they can go about their daily lives and get from one place to another easily, affordably and safely.

To address this and achieve this outcome we are proposing:

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<tr>
<td><strong>Direction 1</strong>&lt;br&gt;Create an integrated transport system connecting people, places, goods and services.</td>
<td><strong>Focus area 1</strong>&lt;br&gt;Make better use of existing transport networks, including a greater focus on influencing travel demand.</td>
</tr>
<tr>
<td><strong>Direction 2</strong>&lt;br&gt;Increase genuine travel choices for a healthy, vibrant and equitable Auckland.</td>
<td><strong>Focus area 2</strong>&lt;br&gt;Target new transport investment to the most significant challenges. <strong>Focus area 3</strong>&lt;br&gt;Maximise the benefits from transport technology.</td>
</tr>
<tr>
<td><strong>Direction 3</strong>&lt;br&gt;Maximise safety and environmental protection.</td>
<td><strong>Focus area 4</strong>&lt;br&gt;Make walking, cycling and public transport preferred choices for many more Aucklanders. <strong>Focus area 5</strong>&lt;br&gt;Better integrate land-use and transport decisions. <strong>Focus area 6</strong>&lt;br&gt;Move to a safe transport network, free from death and serious injury. <strong>Focus area 7</strong>&lt;br&gt;Develop a sustainable and resilient transport system.</td>
</tr>
</tbody>
</table>

Auckland Plan 2050 Question 4: Moving easily around Auckland

People lack choice in how they get around and it can take a long time to get where they need to go. To better connect people and places, the Auckland Plan proposes an integrated transport system that accelerates progress on walking, cycling and public transport and makes better use of existing networks.

_Do you think the seven focus areas identified in Transport and access will achieve this?_
Environment and cultural heritage

Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage\(^19\) for its intrinsic value and for the benefit of present and future generations.

Despite past efforts to protect and enhance the environment, it has been significantly stressed by the impact of people and the choices we have made. There are also new problems to address. We are now beginning to experience climate change impacts which are very likely to worsen and will have major long-term effects on how we live.

As Auckland grows we must do things differently to protect our environment and cultural heritage. We must achieve better results through our actions and decisions.

To address this and achieve this outcome we are proposing:

<table>
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<tbody>
<tr>
<td><strong>Direction 1</strong>&lt;br&gt;Ensure Auckland’s environment and ecosystems are valued and cared for.</td>
<td><strong>Focus area 1</strong>&lt;br&gt;Encourage all Aucklanders to be stewards of the environment and to make sustainable choices.</td>
</tr>
<tr>
<td><strong>Direction 2</strong>&lt;br&gt;Apply a Māori world view to treasure and protect our environment (taonga tuku iho).</td>
<td><strong>Focus area 2</strong>&lt;br&gt;Focus on restoring environments as Auckland grows.</td>
</tr>
<tr>
<td><strong>Direction 3</strong>&lt;br&gt;Use growth and development to protect and enhance Auckland’s environment.</td>
<td><strong>Focus area 3</strong>&lt;br&gt;Account fully for the past and future impacts of growth.</td>
</tr>
<tr>
<td><strong>Direction 4</strong>&lt;br&gt;Ensure Auckland’s infrastructure is future-proofed.</td>
<td><strong>Focus area 4</strong>&lt;br&gt;Protect Auckland’s significant environments(^20) and cultural heritage from further loss.</td>
</tr>
<tr>
<td><strong>Focus area 5</strong>&lt;br&gt;Adapt to a changing water future.</td>
<td><strong>Focus area 6</strong>&lt;br&gt;Use green infrastructure(^21) to deliver greater resilience, long-term cost savings and quality environmental outcomes.</td>
</tr>
</tbody>
</table>

Auckland Plan 2050 Question 5: Protecting and enhancing our environment

Unprecedented growth has required Auckland to provide for essential development, which has had an impact on our environment and cultural heritage. The Auckland Plan proposes utilising every opportunity to protect and enhance Auckland’s environment as growth and development happens.

**Do you think the six focus areas identified in Environment and cultural heritage will achieve this?**

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\(^{19}\) Customs, practices, places, objects, artistic expressions and values etc passed on from generation to generation.

\(^{20}\) Places with intrinsic, ecological, recreational or cultural values, e.g. Waitakere Ranges, Maunga and regional parks.

\(^{21}\) For example: a green roof, rain garden or permeable path.
Opportunity and prosperity

Auckland is prosperous, with many opportunities, and delivers a better standard of living for everyone.

Technology is already disrupting business models, employment opportunities and consumer behaviour. The scale and rate of change will affect many industries in different ways and at different speeds.

Auckland’s economy needs to be constantly agile and innovative. This is particularly important in an age of rapid technological change.

To prepare Aucklanders for these shifts, we need to develop timely training and re-training opportunities. Targeted investment in education, training and skill development for all ages is vitally important.

To address this and achieve this outcome we are proposing:

<table>
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</tr>
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<tbody>
<tr>
<td><strong>Direction 1</strong></td>
<td><strong>Focus area 1</strong> Harness emerging technologies and ensure equitable access to high quality digital data and services.</td>
</tr>
<tr>
<td>Attract and retain skills, talent and investment.</td>
<td><strong>Focus area 2</strong> Ensure regulatory, planning and other mechanisms support business, innovation and productivity growth.</td>
</tr>
<tr>
<td><strong>Direction 3</strong></td>
<td><strong>Focus area 3</strong> Advance Māori employment and support Māori business and iwi organisations to be significant drivers of Auckland’s economy.</td>
</tr>
<tr>
<td>Develop skills and talent for the changing nature of work and lifelong achievement.</td>
<td><strong>Focus area 4</strong> Leverage Auckland’s position to support growth in exports.</td>
</tr>
<tr>
<td></td>
<td><strong>Focus area 5</strong> Increase educational achievement, lifelong learning and training, with a focus on those most in need.</td>
</tr>
</tbody>
</table>

Auckland Plan 2050 Question 6: Equipping people for future jobs

Rapid technology advances will create challenges, opportunities and change across many industries and jobs. The Auckland Plan proposes Aucklanders will need to adapt to the coming changes by investing in education, training and skills development for all.

*Do you think the five focus areas identified in Opportunity and prosperity will achieve this?*
Shaping our growth — the development strategy

Around 1.6 million people currently live in Auckland. Over the next 30 years this number could grow by another 740,000 people to reach 2.4 million. This means we could need another 320,000 dwellings and up to 270,000 extra jobs. Growth on this scale is significant and requires us to work together to ensure we have a clear understanding of where and when investment in planning and infrastructure needs to be made and maintained.

Auckland will look very different in 30 years. How we grow will have long-term implications on future affordability and Aucklanders’ quality of life.

Intensifying the existing urban area
Most of Auckland’s growth will occur in areas that are already developed

By 2050 most growth will have occurred in existing urban areas.

The city centre, Albany, Westgate and Manukau will become nodes for a broad range of business and employment activity, civic services and residential options.

Identified areas will intensify at scale, based on their capacity to accommodate growth and market readiness.

Establishing new communities
New communities in future urban areas

By 2050 new communities will have been established in future urban areas.

Development will be sequenced and timed for when necessary bulk infrastructure and planning are in place.

Limiting growth in rural areas
A small amount of additional growth in rural areas

By 2050 growth in rural Auckland will be focused mainly in the towns which provide service hubs for the wider rural area and away from the most environmentally sensitive and economically productive areas.

Creating flexible and adaptable business areas
Business growth will occur in existing and new areas

Business growth will occur in existing urban and future urban areas.

By 2050 existing business land will have accommodated a significant portion of business growth. Existing business land, particularly important industrial areas, will have been safeguarded.

In future urban areas, new business areas will have been identified and developed where they are accessible to growing communities.

Auckland Plan 2050 Question 7: Shaping our growth

Auckland has to provide for around 740,000 more people in the next 30 years, which would mean another 320,000 dwellings and up to 270,000 extra jobs. The Auckland Plan proposes to manage long-term population growth by prioritising development in existing urban areas and establishing new communities and new business land in future urban areas. Investment in Auckland’s infrastructure will need to keep up with the pace and scale of growth.

Do you think the proposed approach for enabling growth will effectively provide for Auckland’s future?

22. This consultation also serves as consultation for the future Development Strategy required under the National Policy Statement on urban development capacity.
23. For example: wastewater, stormwater and transport.
We want to hear your views on the issues facing Auckland’s future. The public consultation runs from 28 February to 8pm 28 March 2018. There are a number of ways you can have your say including:

### Written feedback
You can provide feedback online at akhaveyoursay.nz
You can complete the feedback form and send it to the freepost address provided, or email it to: akhaveyoursay@aucklandcouncil.govt.nz

### In person
We will run 'Have your say' events during the consultation period. These are designed to give you an opportunity to be heard by our decision-makers.
Events will be spread across the region with various times and days, which you've told us are more convenient. If you require an interpreter at an event, please contact us. If you would like to submit your feedback at an event in New Zealand Sign Language or in Te Reo Māori, please contact us ahead of the event.
To find your nearest event, visit akhaveyoursay.nz or call 09 301 0101.

### Social media
Comments made through these channels will be considered written feedback:
- Twitter: comments using @aklcouncil and #akhaveyoursay
- Facebook: posts on facebook.com/aklcouncil – using #akhaveyoursay.

### Translations
We want as many people from Auckland’s communities as possible to have their say in this process.
To help with this, translated summaries of the consultation material as well as the feedback forms are available in Māori, Chinese, Samoan, Korean, Tongan and accessible versions.
The translated documents are available:
- online at akhaveyoursay.nz for downloadable translations and feedback forms
- in libraries, local board offices and service centres
- by emailing akhaveyoursay@aucklandcouncil.govt.nz
- by calling 09 301 0101.

### Other consultations
We are consulting on our 10-year Budget and the refreshed Auckland Plan as discussed in this document.
At the same time, we’re also consulting on the:
- draft Waste Management and Minimisation Plan
- proposed Regional Pest Management Plan
- draft Revenue and Financing Policy.
You can read the full documents and provide feedback on these plans at akhaveyoursay.nz
The full Supporting Information that supports this Consultation Document and summaries of the plans will also be available at libraries, service centres and local board offices.
Where to get more information

10-year Budget 2018-2028
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > Budget plans > Our 10-year budget (long-term plan) > The 10-year Budget 2018-2028

Mayoral proposal for 10-year Budget
Auckland Council website > Mayor of Auckland > Mayor Phil Goff’s vision for Auckland

10-year Budget 2018-2028 road map
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > Budget plans > Our 10-year budget (long-term plan) > 10-year budget roadmap

The previous 10-year Budget 2015-2025
At a glance
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > Budget plans > Our 10-year budget (long-term plan) > The 10-year Budget 2015-2025 > The 2015-2025 budget at a glance

The full 10-year Budget 2015-2025

The draft Auckland Plan 2050
theaucklandplan.govt.nz

The draft Auckland Plan 2050 – Overview
akhaveyoursay.nz

The previous Auckland Plan (2012)
Auckland Council website > Plans, policies, bylaws, reports and projects > Our plans and strategies > The Auckland Plan

Waste
Waste Management Assessment
Auckland Council website > Auckland’s Waste Assessment 2017

Waste Management Plan
Auckland Council website > Have Your Say > Waste Minimisation Management Plan

Regional Pest Management Plan
Auckland Council website > Have Your Say > Regional Pest Management Plan

Draft Revenue and Financing Policy
Auckland Council website > Have Your Say > Draft Revenue and Financing Policy
THE 10-YEAR BUDGET