

Puketāpapa Local Board Workshop Programme

Date of Workshop: Wednesday, 24 April 2024

Time: 12.30pm – 3.30pm

Venue: Puketāpapa Local Board, 560 Mt Albert Road, Three Kings and Online via Microsoft Teams.

Time	Workshop Item	Overview	Governance role	Presenter/s
		<p style="text-align: center;">Karakia</p> <p style="text-align: center;">Whakataka te hau ki te uru.</p> <p style="text-align: center;"><i>The wind blows from the west.</i></p> <p style="text-align: center;">Whakataka te hau ki te tonga.</p> <p style="text-align: center;"><i>The wind blows from the south.</i></p> <p style="text-align: center;">Kia mākinakina ki uta.</p> <p style="text-align: center;"><i>It pierces the land with its wintry nip.</i></p> <p style="text-align: center;">Kia mātaratara ki tai.</p> <p style="text-align: center;"><i>And slices the sea with its freezing chill.</i></p> <p style="text-align: center;">Kia hī ake ana te atakura</p> <p style="text-align: center;"><i>When the red dawn breaks</i></p> <p style="text-align: center;">he tio, he huka, he hauhū.</p> <p style="text-align: center;">there is ice, snow and frost.</p> <p style="text-align: center;">tihei mauri ora!</p> <p style="text-align: center;">indeed, there is life</p>		

Time	Workshop Item	Overview	Governance role	Presenter/s
<p>12.30pm (5 mins)</p>	<p><u>Item 1</u> Declarations of interest</p>	<p>Board only discussion.</p>	<p>What is the local board's governance role with regards to the item being workshopped:</p> <ul style="list-style-type: none"> • Keeping informed 	<ul style="list-style-type: none"> • Ella Kumar Chair
<p>12.35pm – 1.35pm (60 mins)</p>	<p><u>Item 2</u> Value for Money Pool and Leisure Network recommendations:</p>	<p><u>Confidentiality</u></p> <p>Staff have advised that the workshop discussion and materials are confidential under the following sections of the Local Government Official Information and Meetings Act 1987.</p> <p>Section 7 (2) (b) (ii) would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. Contract negotiations will still be underway.</p> <p>Section 7 2 (h) enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); information may include commercially sensitive information about operations of council-run pools.</p>	<p>What is the local board's governance role with regards to the item being workshopped:</p> <ul style="list-style-type: none"> • Setting direction/priorities and budget • Local Board feedback/direction • Keeping informed 	<ul style="list-style-type: none"> • Chantelle Subritky Head of Value for Money • Tim Jefferey Parato Toolbox • Garth Dawson Principal Pools and Leisure Specialist • Jessica Grants Data Analyst (Value for Money) via MS Teams
<p>1.35pm – 3.35pm (120 mins)</p>	<p><u>Item 3</u> Local Board Annual Planning workshop 8 – Annual Budget consultation feedback and regional input.</p>	<p><u>Purpose</u></p> <p>Staff will be in attendance to facilitate the local board's discussion on the following:</p> <p>To discuss with the local board the consultation feedback on the Annual</p>	<p>What is the local board's governance role with regards to the item being workshopped:</p>	<ul style="list-style-type: none"> • Vanessa Phillips Local Board Advisor • Manoj Rathod Lead Financial Advisor • Cathy McIntosh Engagement Advisor

Time	Workshop Item	Overview	Governance role	Presenter/s
	<p><u>Information Materials:</u></p> <p>3.0 Powerpoint: Consultation feedback LB regional input Puketapapa</p> <p>3.1 PDF: Attachment LTP 2024-2034 LB Feedback Template</p> <p>3.2 Word: PLB Draft Fees and Charges Schedule April 2024</p> <p>3.3 Word: Submission comments</p> <p>3.4 Spreadsheet: Puketāpapa Final Submission Data for EM 20240416</p>	Budget/Local Board Agreement topics and input on regional topics.	<ul style="list-style-type: none"> • Setting direction/priorities and budget • Local Board feedback/direction • Keeping informed 	
<p>Closing - Karakia</p> <p>Unuhia, unuhia <i>Draw on, draw on</i></p> <p>Unuhia mai te urutapu nui <i>Draw on the supreme sacredness</i></p> <p>Kia wātea, kia māmā, <i>To clear and to set free</i></p> <p>te ngākau te tinana, te hinengaro <i>the heart, the body and the inner essence</i></p> <p>i te ara takatū</p>				

Time	Workshop Item	Overview	Governance role	Presenter/s
		<p><i>In preparation for our pathways</i></p> <p>Koia rā e Rongo</p> <p><i>Let peace and humility</i></p> <p><i>be raised above all</i></p> <p>e whakairia ake ki runga</p> <p>Kia tina! Haumi e!</p> <p><i>Manifest this! Realise this!</i></p> <p><i>Bind together! Affirm!</i></p> <p>Hui e! Tāiki e!</p>		

Next workshop: Thursday, 02 May 2024 1.30pm

Next business meeting Thursday, 02 May 2024 at 10am

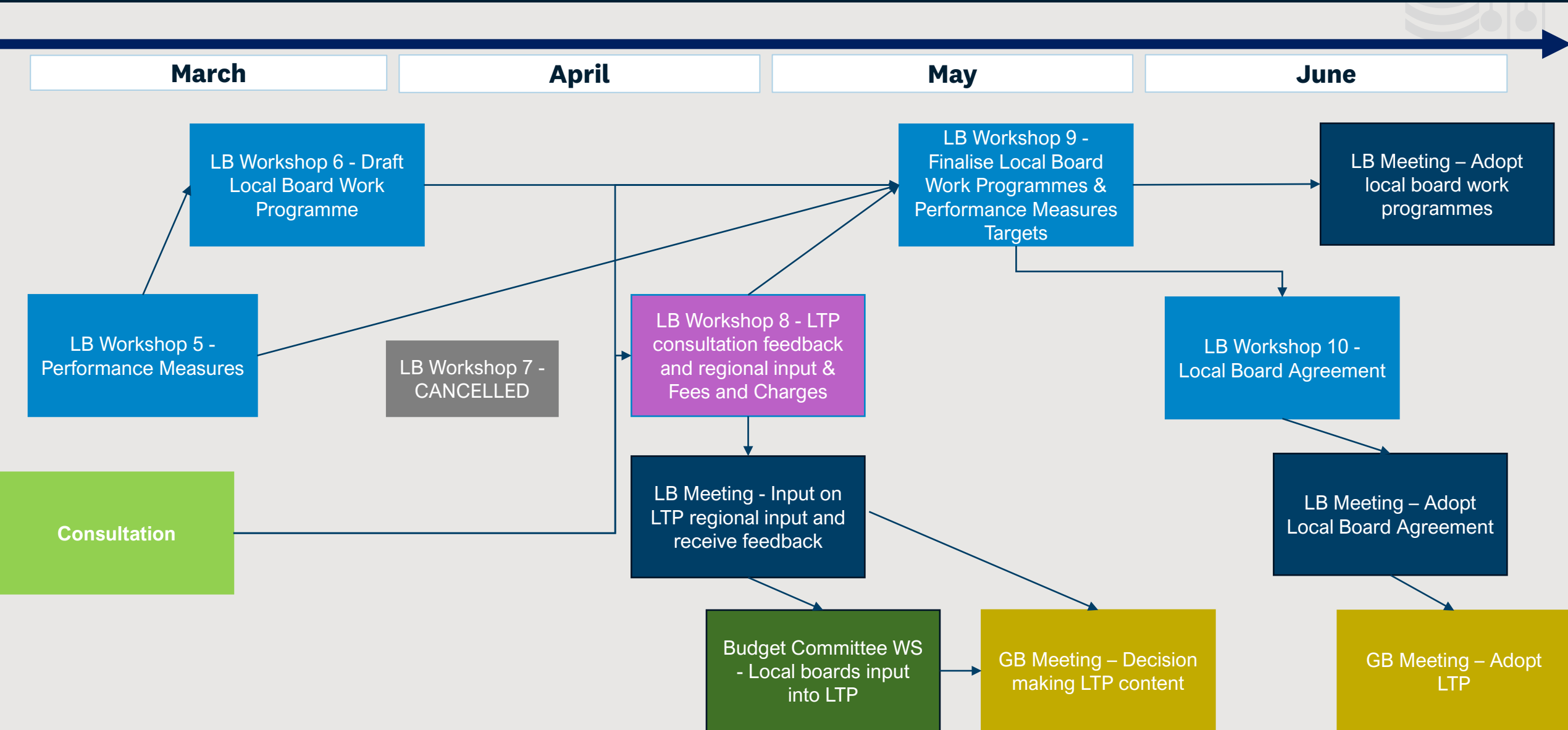
Long-term Plan 2024-2034 (10-year Budget)

**Workshop: Discuss consultation feedback and input
on regional topics**

Puketāpapa Local Board



LTP / work programme timeline



Workshop purpose

1. To receive consultation feedback from the Puketāpapa Local Board area on:
 - proposed local board priorities for 2024/2025
 - regional topics in the draft Long-term Plan 2024-2034
2. Discuss local feedback on regional topics and advocacy initiatives to be formalised at your business meeting on 2 May 2024. These will be considered by the Governing Body when making decisions on the Long-term Plan 2024-2034
3. Discuss local matters that need consideration
4. Discuss local fees and charges



LBA Workshop: agenda

Topic		Time
Topic 1	Consultation feedback on local board priorities for 2024/2025 and advocacy initiatives	
Topic 2	Consultation feedback on regional topics in the proposed Long-term Plan 2024-2034	
Topic 3	Advocacy initiatives to be considered by Governing Body for the Long-term Plan 2024/2034	
Topic 4	Input on regional topics in the proposed Long-term Plan 2024/2034	
Topic 5	Discuss Fees and charges	



Topic 1: Consultation feedback





LTP2024-2034 Road Map

2023

Introduction June - July

Late August

- Early LTP Strategic Direction discussions and facilitated workshops
- Mayor's introduction
- Process Overview and financial context
- Scene setting & strategic case change

Political briefings Oct to Nov

- Series of political workshops**
- Strategy and Policy
 - Infrastructure Strategy
 - Performance information overview
 - Asset management 101
 - Rates overview
 - Comms and engagement

Mayoral proposal and trade-offs Nov

- Trade-off discussions
- Mayor sets out their proposal which includes recommended issues for consultation

Political consideration & decision making December

- Local board workshops and decision making for consultation content
- Workshops and meetings are held to discuss the Mayor's proposal
- Local boards meet to agree on content for consultation
- Consultation items are agreed

- Audit review:**
1. Consultation Document
 2. Supporting Information
 3. Feedback Form

Finalise and adopt LTP 2024-2034 Jun

- Finalise Local boards agreements, budgets and LTP documentation
- Governing body will adopt the LTP 2024-2034 in late June

- Audit review:**
Final documents
1. Volume 1
 2. Volume 2
 3. Volume 3

Deliberations Apr to May

- Local and regional workshops held to discuss consultation feedback
- Several workshops held to discuss budget issues, implications and trade offs

Public Consultation March

Formal public consultation will run from late February to late March. Feedback events will run during this time

Adoption for consultation February

Governing body meets to adopt a consultation document and supporting information

2024



Types of feedback

- Online submissions, hard copy forms, emails and letters.
- Have Your Say events, phone surveys.

Feedback received

Out of 27,960 pieces of feedback received regionally, 596 were from people living in the Puketāpapa area.

There were 12 responses received from organisations for the Puketāpapa area and six of those are located in and responded to our local priorities specifically.

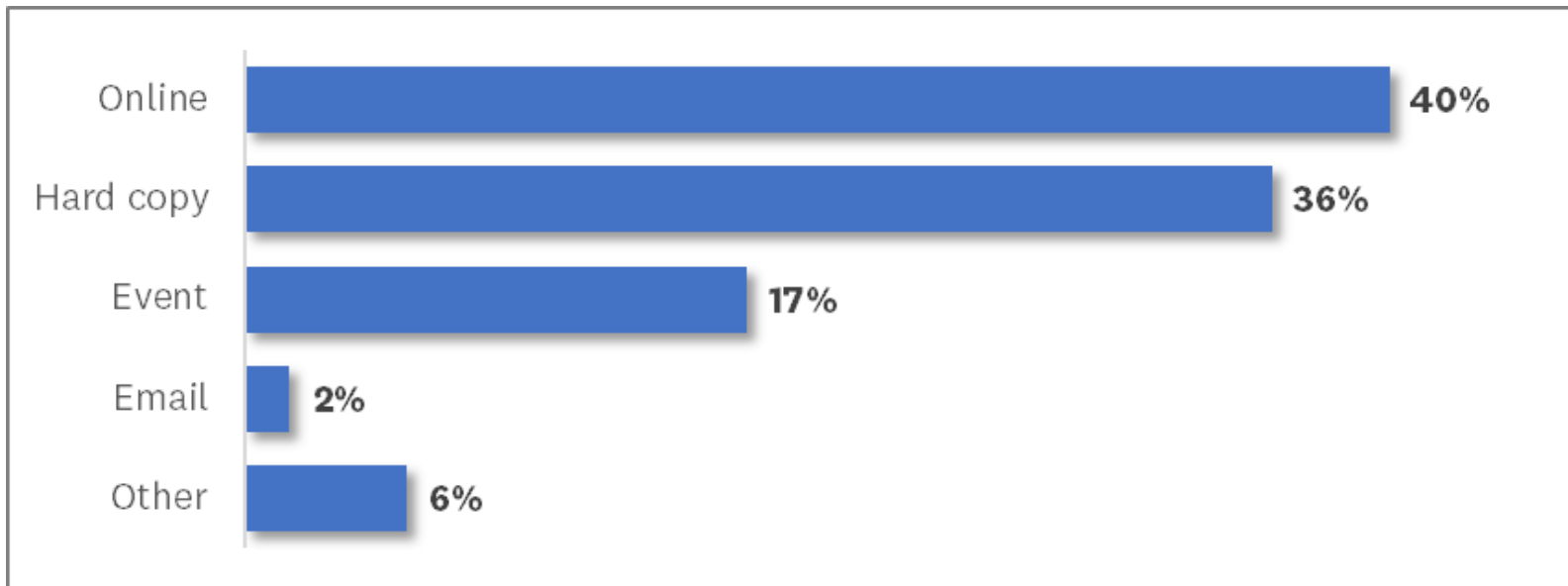


Information on submitters

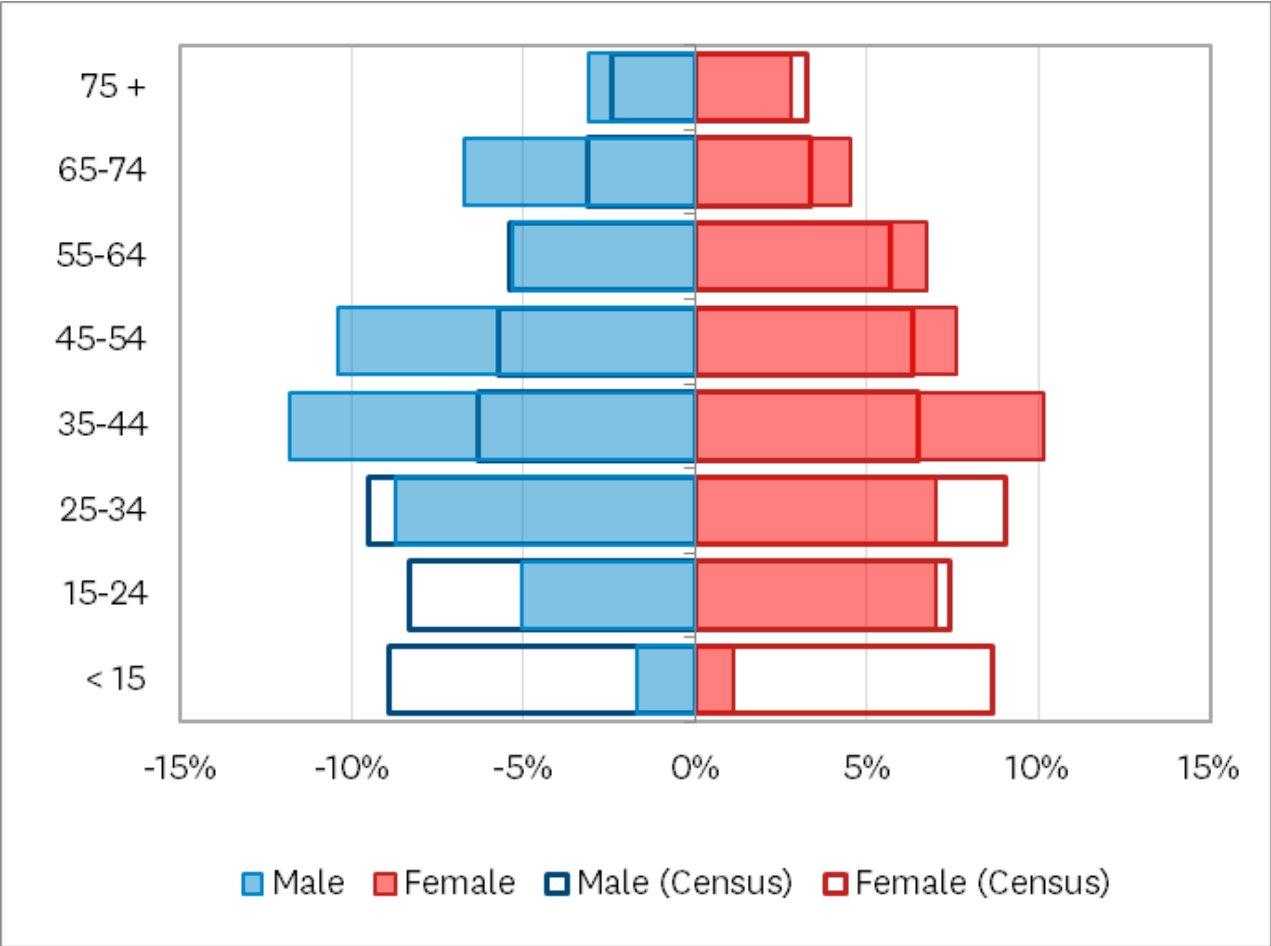
The tables and graphs below indicate what demographic categories people identified with. This information only relates to those submitters who provided demographic information.



Channel



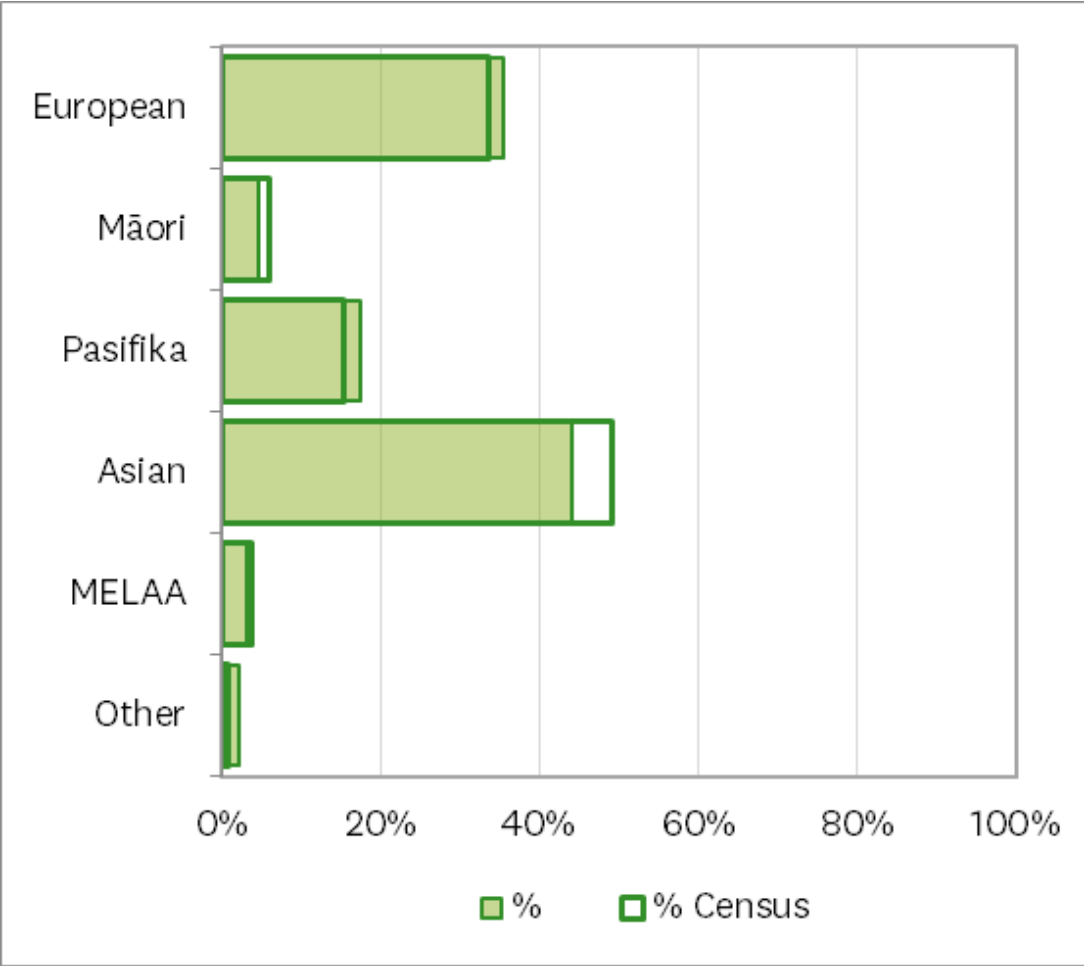
Information on submitters – Age & Gender Compared to Census data (does not include Event data)



**AK
HAVE
YOUR
SAY**



Information on submitters - Ethnicity



**AK
HAVE
YOUR
SAY**



Information on submitters - Organisations

7620	Roskill Together
8575	Auckland United Football Club
9679	Auckland Basketball Services Limited
10417	Auckland City FC
11159	Sport Auckland
11509	PATH (Bike Hub Mt Roskill)
13137	Asian Family Services
13186	Auckland Central Volleyball Club, Inc
13351	Manurewa Business Association Incorporated
14464	Ngā Ringa o Te Auaunga - Friends of Oakley Creek
15106	Roskill Chinese Group
15563	Winstone Park Tennis Club Inc.



**Consultation feedback received on the
Puketāpapa Local Board priorities for 2024/2025
and advocacy initiatives**



Local board priorities

Puketāpapa Local Board resolved to consult on the following priorities:

- invest in opportunities to support local community leadership
- invest in climate change response initiatives and support volunteer groups working on local environmental restoration / protection and climate action programmes
- consider our investment in facilities and services to see if there are opportunities to do better
- support initiatives that improve and encourage walking and cycling opportunities
- help coordinate and support local business groups



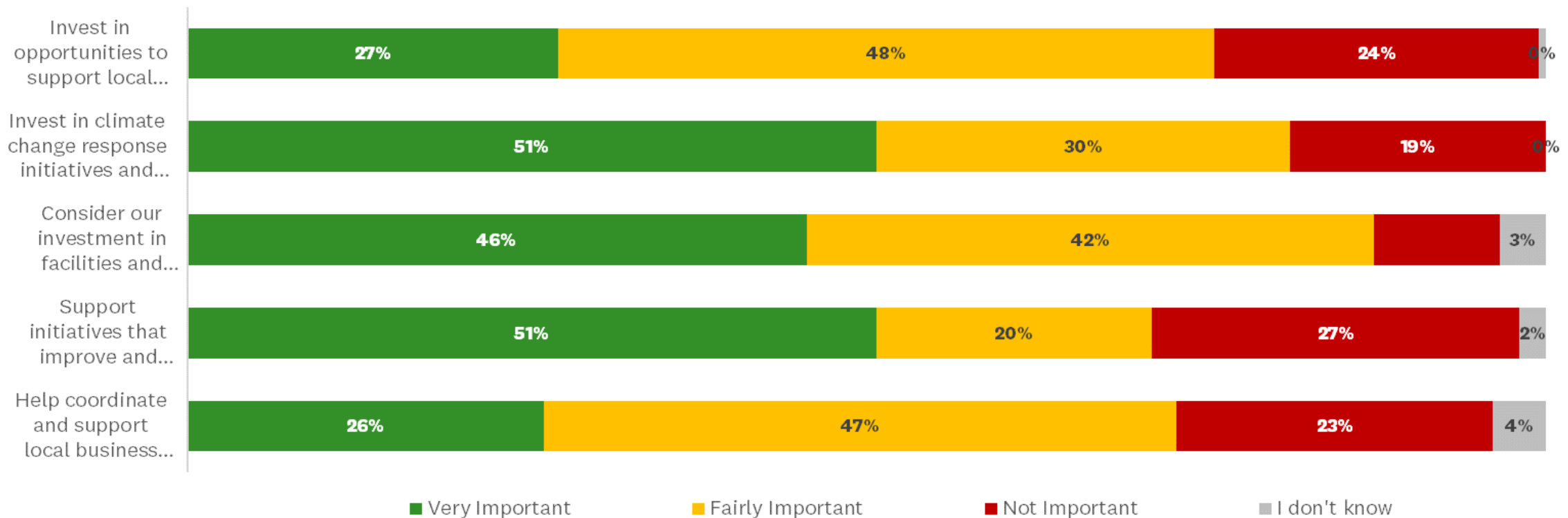


Local board priorities for 24/25

There is clear support for the local board priorities that were consulted on: 78% individuals and 86% organisations **supported all or most priorities**.

See below, each priority was deemed a majority **Very** or **Fairly Important**.

The “*Support initiatives that improve and encourage walking and cycling opportunities*” had the highest **Not Important** ranking (27%) but still ranked a majority of 71% support.

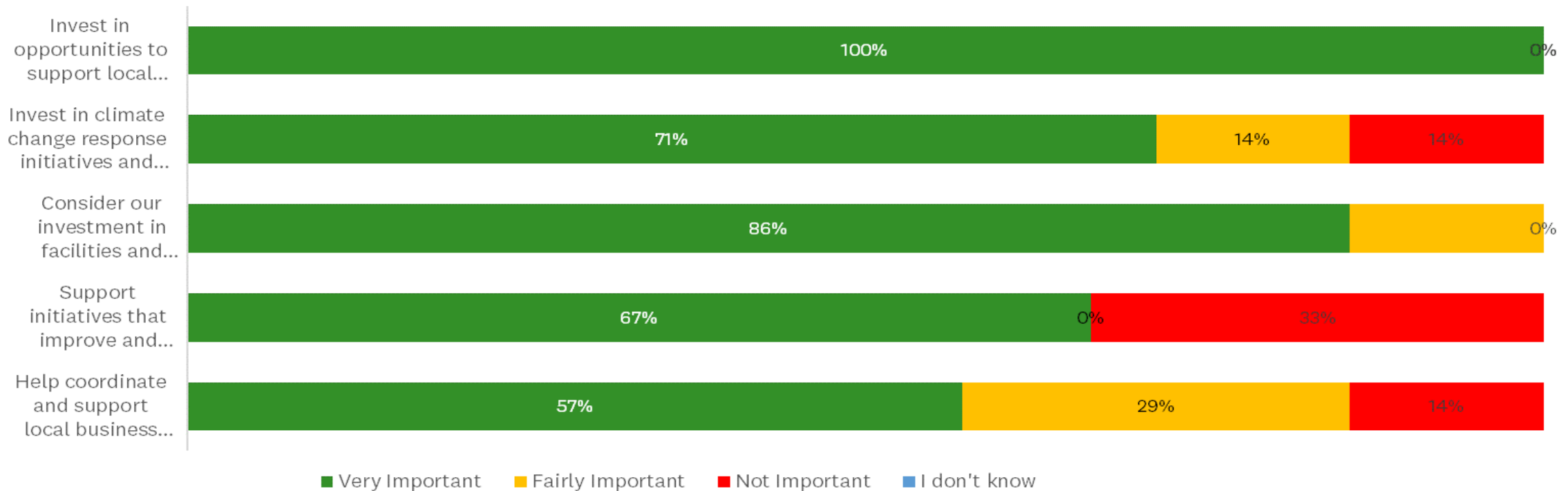


Local board priorities for 24/25 - Organisations

Again, clear support for all local board priorities.

100% of organisations that submitted were in support of the priority: *Invest in opportunities to support local community leadership*. It is important to note that while 100% is unusual, only 6 organisations submitted.

The “*Support initiatives that improve and encourage walking and cycling opportunities*” had the highest **Not Important** ranking (33%) but still have a 2/3 majority in support (67%).





Local board priorities for 24/25 - comments

81 submitters provided a comment on the Local Board priorities for 24/25, of those four main themes are apparent. Not in order:

- Environment and the effects of weather events is high on the minds of the community.
- There is a mix of sentiment both for and against cycleways
- A mistrust of council/process/spending is high
- Many shared a sentiment about the importance of community



Local board priorities for the 10-year budget

56 submitters commented on the local board priorities for the 10-year budget. There was a spread of comments, there were some themes but none of them particularly more than others.

- Support local board priorities (17)
- Don't support the local board priorities (16)
- Need for more transport, roading and cycleways focus (11)
- A call for local parks and facilities to have more attention (9)



**Topic 2:
Consultation
feedback received on
regional topics in the
proposed Long-term
Plan 2024-2034**



Long-term Plan 2024-2034: regional topic

The proposed Long-term Plan 2024-2034 sets out Auckland Council's priorities and how to pay for them. Submitters were asked to respond to key questions on regional topics outlined below:

1. **Overall direction for Long-term Plan**
2. **Transport Plan**
3. **North Harbour Stadium**
4. **Major Investments:**
 - **Auckland Future Fund and Auckland International Airport Limited shares**
 - **Port of Auckland**
5. **Port Land**
6. **Changes to other rates, fees and charges**

In addition, the following proposal was included in the consultation in the Long-Term Plan:

7. **Draft Tūpuna Maunga Authority Operational Plan 2024/2025**
8. **Fairer Funding for Local Boards**



Overall direction for Long-term Plan

Aucklanders were asked for feedback about the overall proposed direction for council services and investment over the next ten years, the 'core proposal' alongside alternative options of 'pay more, get more' and 'pay less, get less' in seven areas of council-funded service and activities. These seven areas and their associated options are described in detail in the consultation document available at [Auckland Council Long-term Plan 2024-2034 Consultation Document](#) from pages 22-27 and included:

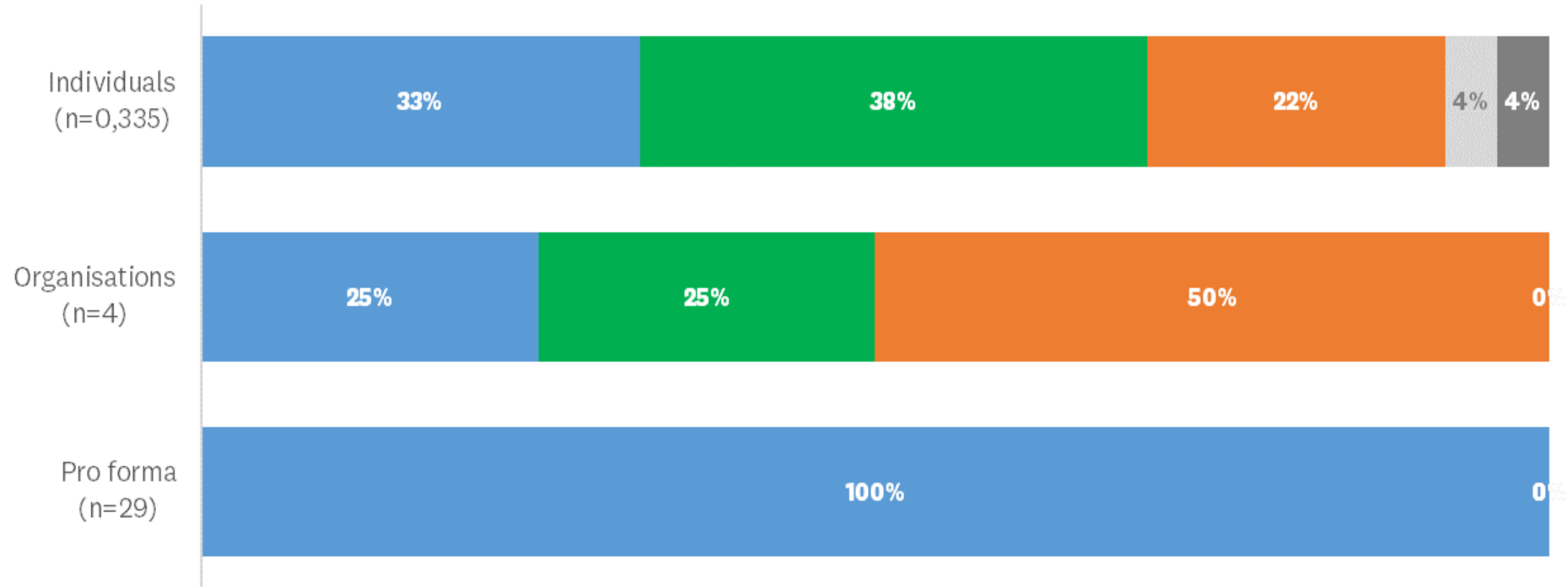
- **Transport** - Roads, public transport and safety improvements across the transport network
- **Water** - Managing stormwater to minimise flooding and protect waterways.
- **City and local development** - Delivering urban regeneration and lead development of the city centre
- **Environment and regulation** - Protecting and restoring the natural environment
- **Parks and community** - A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards (see section on fairer funding for local boards below)
- **Economic and cultural development** - Major events funding and economic development
- **Council support** - Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities.

The following graphs give an overview of the responses from Puketāpapa Local Board area.



Overall direction for Long-term Plan

Q1A Overall direction



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



Overall direction for Long-term Plan

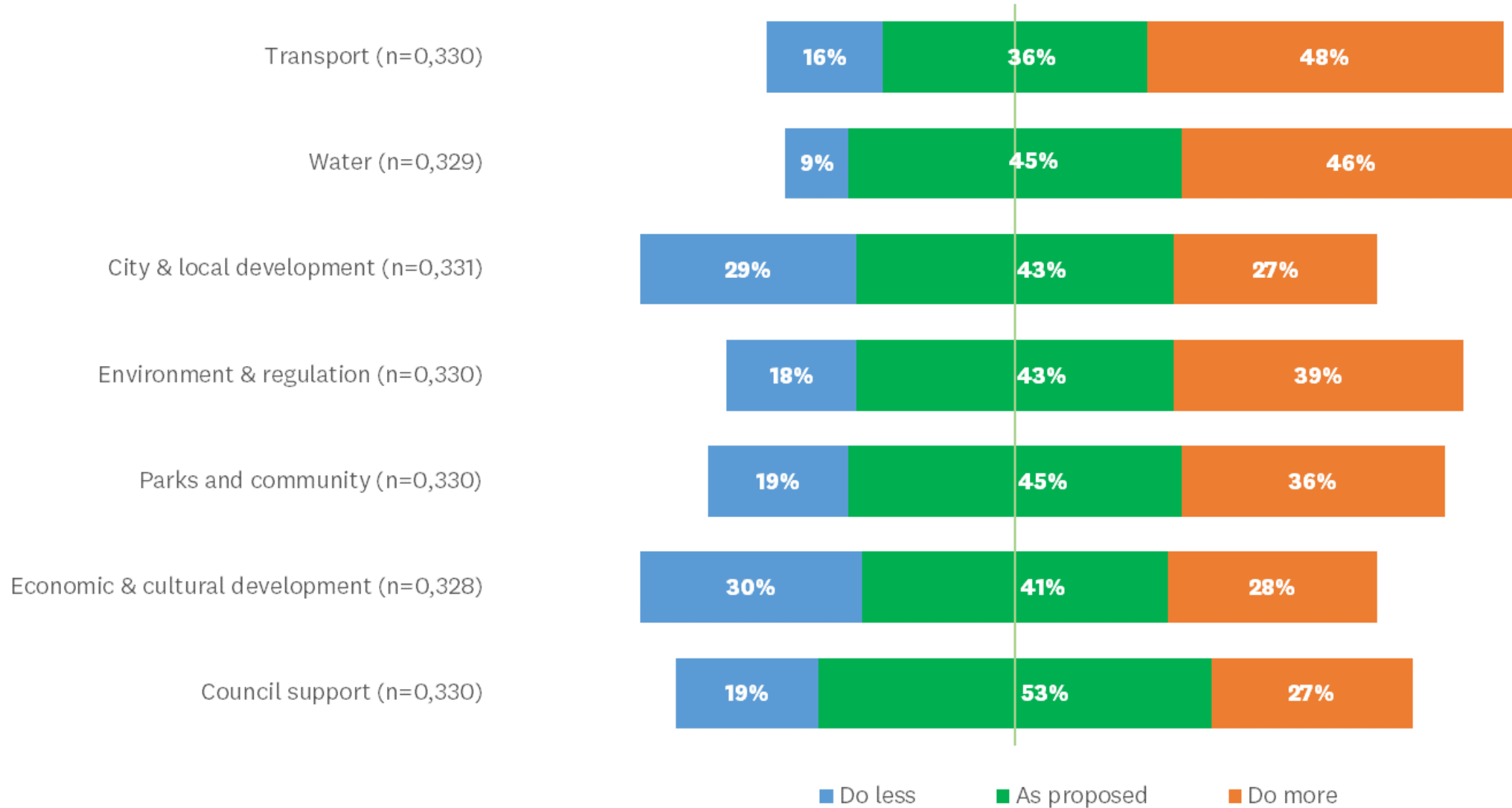
Q1A Overall direction

Topic	Support / Do not support			Local board input
	Pay less and get less	Central proposal	Pay more and get more	
Overall direction for Long-term plan				



Overall direction for Long-term Plan

Q1B Overall direction - more/less of



Overall direction for Long-term Plan

Q1B Overall direction - more/less of

Topic	Support / Do not support			Local board input
	Pay less and get less	Central proposal	Pay more and get more	
Transport Roads, public transport and safety improvements across the transport network				
Water Managing stormwater to minimise flooding and protect waterways				
City and local development Delivering urban regeneration and lead development of the city centre				
Environment and regulation Protecting and restoring the natural environment				



Overall direction for Long-term Plan

Q1B Overall direction - more/less of

Topic	support / Do not support			Local board input
	Pay less and get less	Central proposal	Pay more and get more	
Parks and community A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards				
Economic and cultural development Major events funding and economic development				
Council support Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities				



Transport Plan

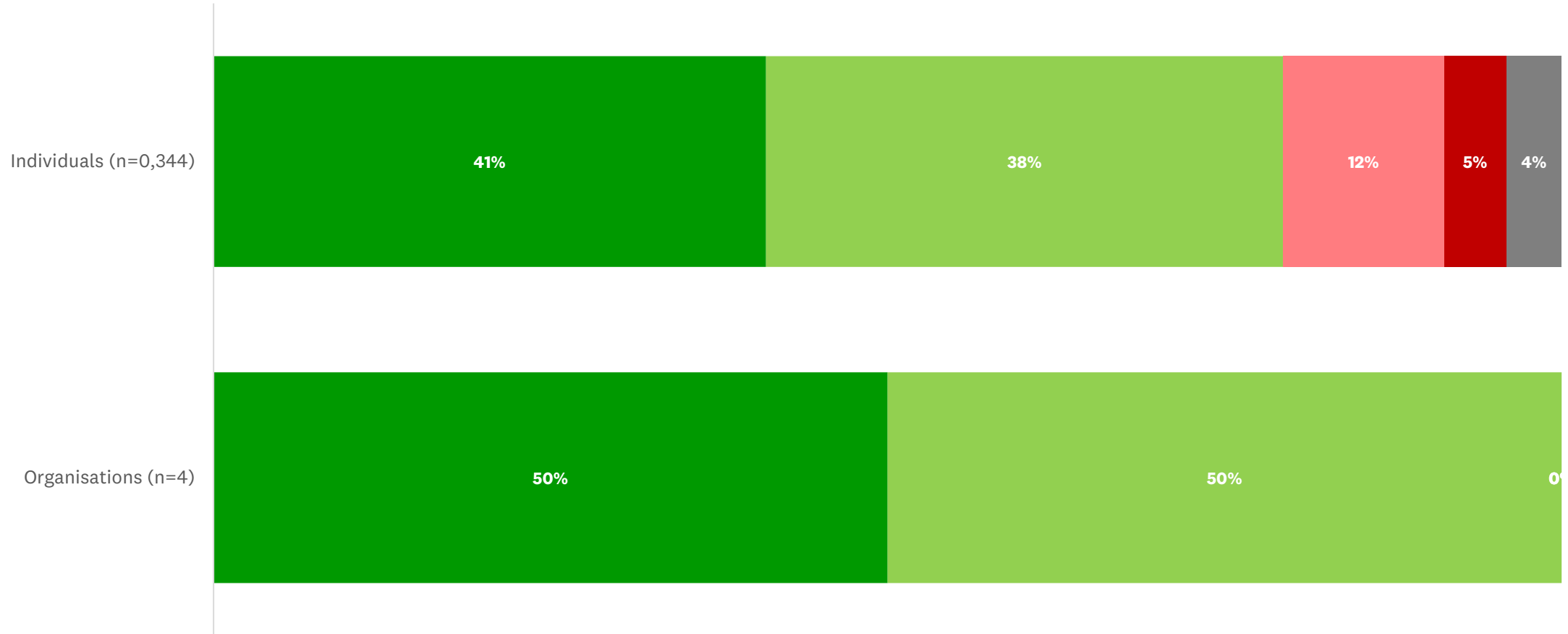
Aucklanders were asked for feedback on a proposal to work with government to make progress toward an integrated transport plan for Auckland with a proposed total capital spend of \$13.4 billion for Auckland Transport over 10 years. This will include:

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

Proposal	Support / Do not support	Local board input
Investing in rapid transit network actions, such as making it easier to pay, including introducing capped weekly public transport passes		
Network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes		
Stopping some initiatives previously planned such as some raised pedestrian crossings and cycleways.		



Transport Plan



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



North Harbour Stadium

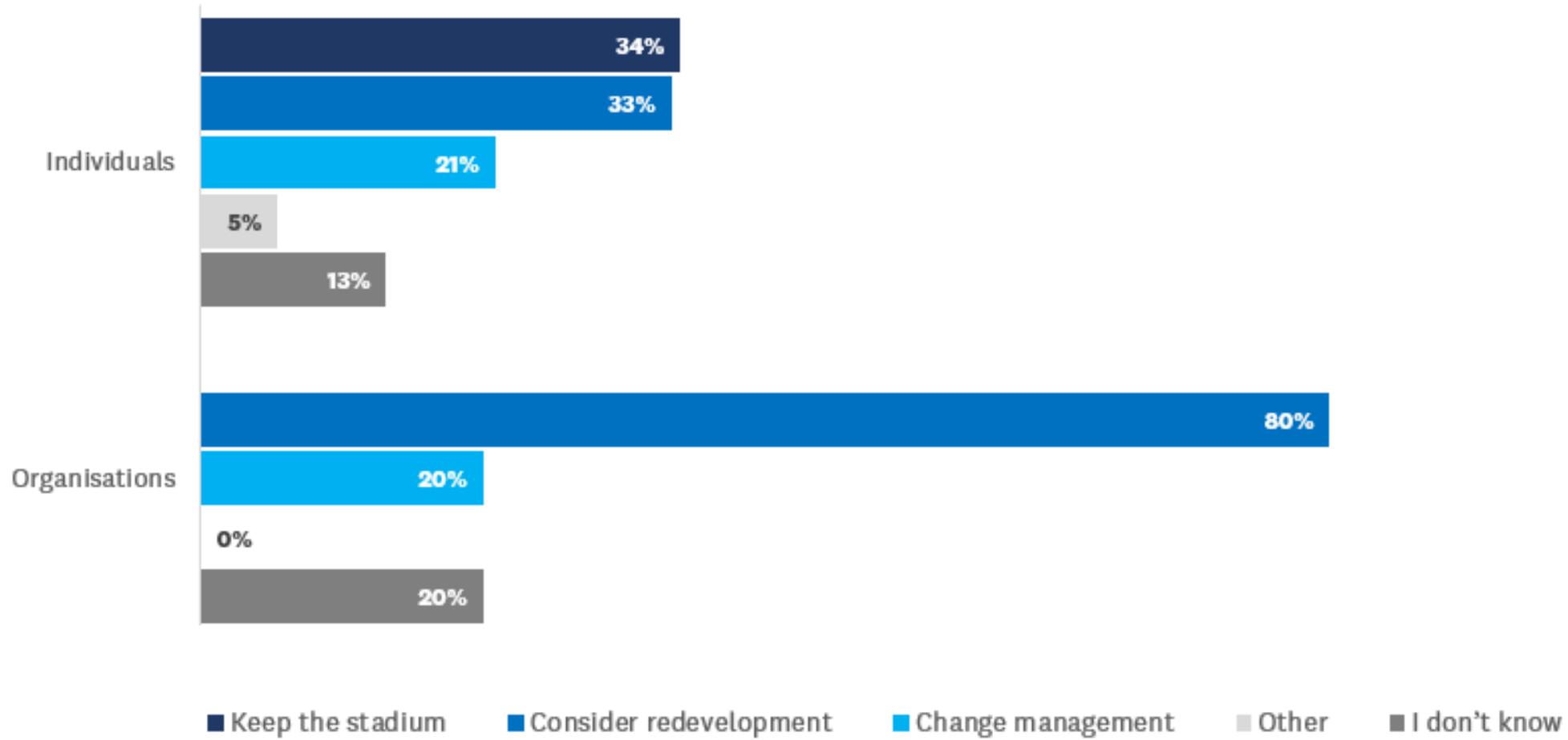
Aucklanders were asked for feedback on options for the future of North Harbour Stadium precinct. The options set out were:

1. to keep the stadium precinct as it is now, and maintain it at a cost of \$33 million over 10 years
2. redevelop the stadium precinct funded through reallocation of this \$33 million, the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available
3. change the operational management of the stadium to ensure greater use by the community (noting that this option could be considered in addition to either option 1 or 2).

Proposal	Support / Do not support	Local board input
Keeping the stadium precinct as it is now, and maintaining it at a cost of \$33 million over 10 years		
Redeveloping the stadium precinct funded through the reallocation of \$33 million and the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available		
Change the operational management of the stadium to ensure greater use by the community (noting this option can be considered in addition to either of the options above)		



North Harbour Stadium



Major Investments: Auckland Future Fund and Auckland International Airport Limited shares

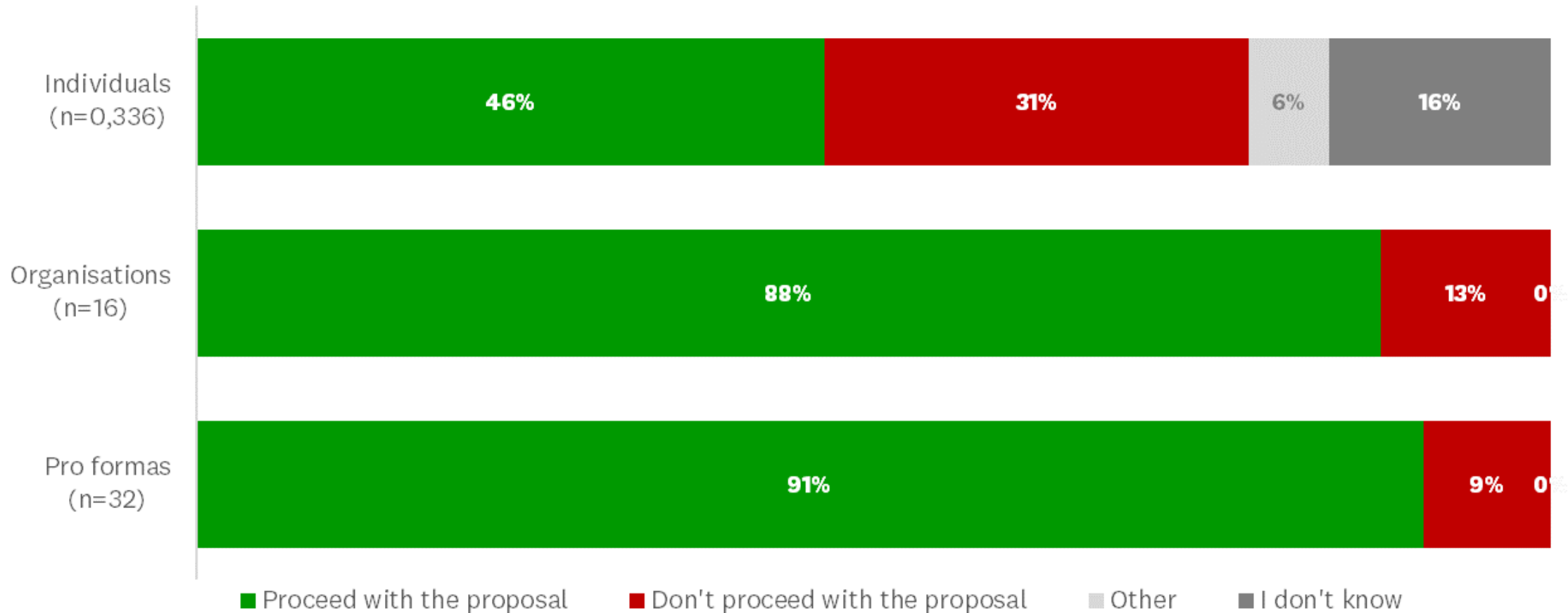
Aucklanders were asked to provide feedback on a proposal of a diversified investment fund for Auckland (the Auckland Future Fund) in order to spread the risk of council's investments over a range of different assets in different locations.

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

Proposal	Support / Do not support	Local board input
Creating a diversified investment fund for Auckland (the Auckland Future Fund)		
Transferring council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares		



Major Investments: Auckland Future Fund and Auckland International Airport Limited shares



Major Investments: Port of Auckland

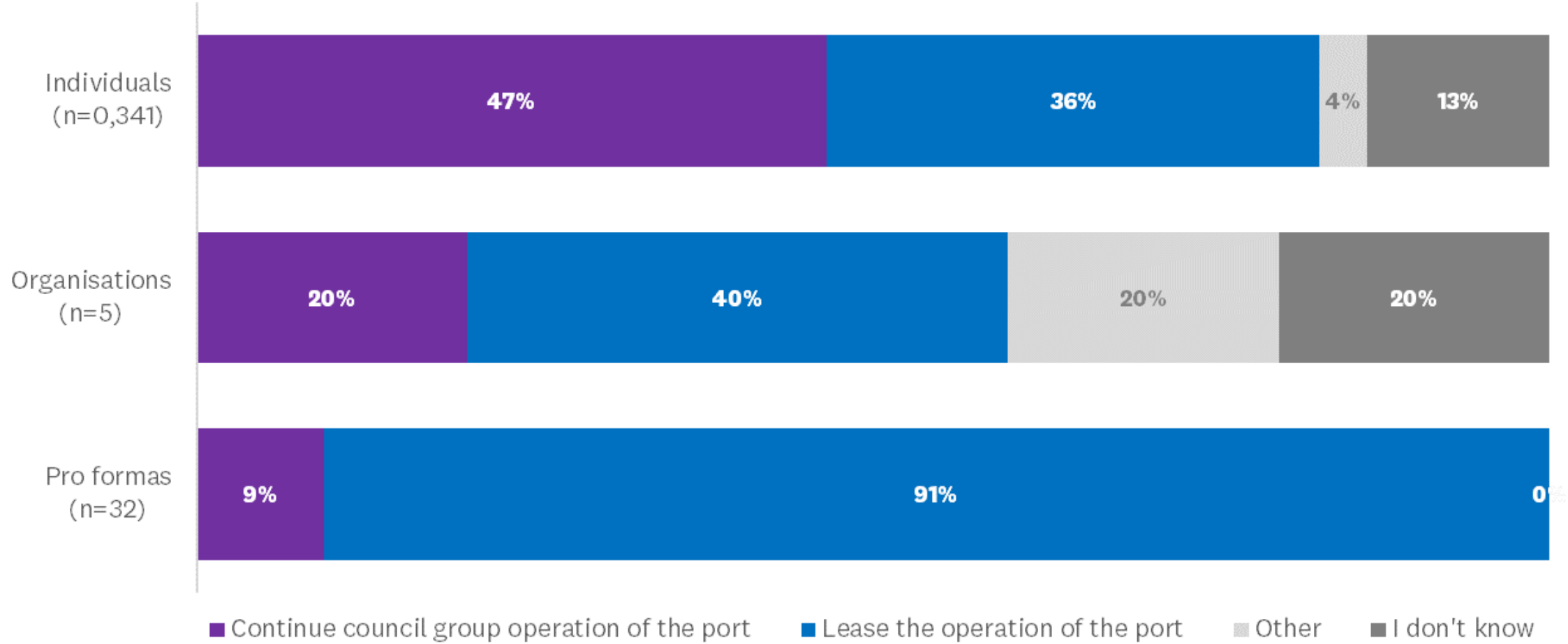
Aucklanders were also asked for their feedback on options for the future of Port of Auckland. The two options identified were:

1. retain underlying ownership of the port land and wharves, and lease the operation of the port for a period of about 35 years with the upfront payment from the lease invested in the proposed Auckland Future Fund.
2. retain underlying ownership of the port land and wharves with the Port of Auckland Limited continuing to operate the port and implement their plan to deliver improved profitability and dividends.

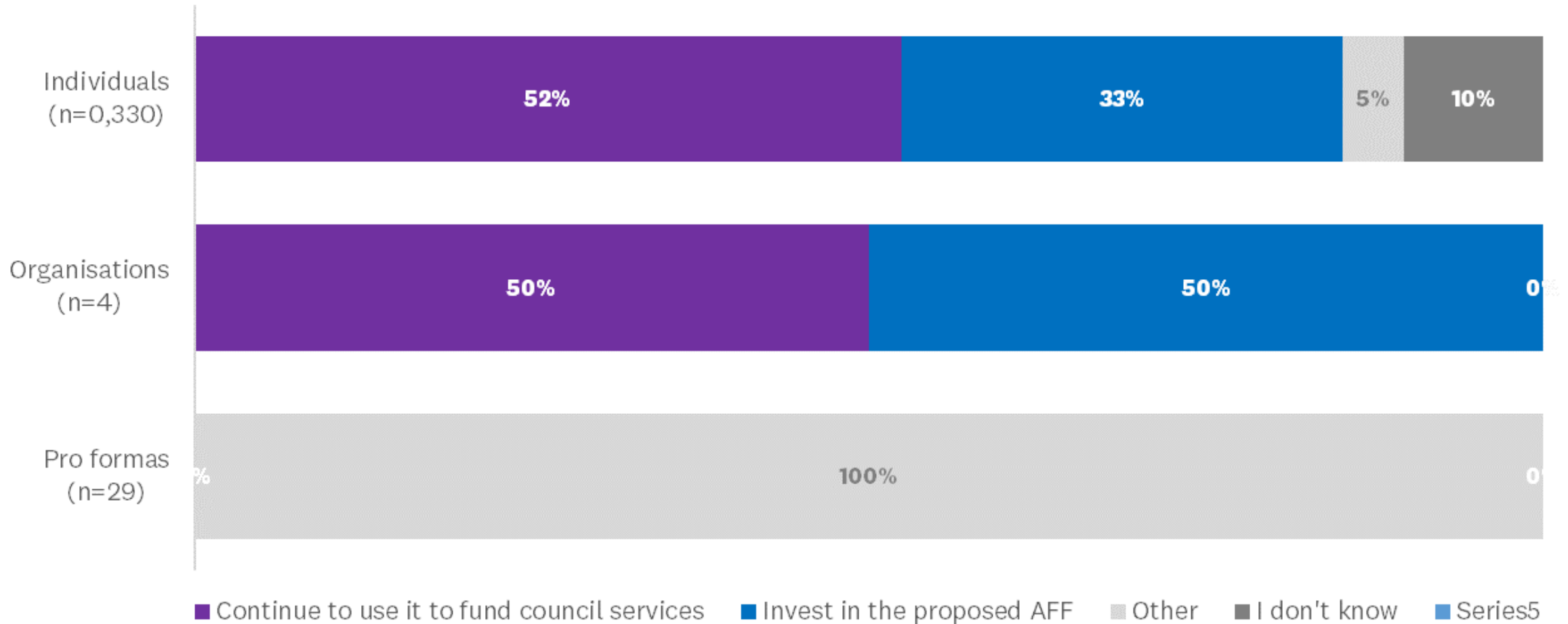


Proposal	Support / Do not support	Local board input
Keeping underlying ownership of the port land and wharves but entering into a lease for the port operations for a period of 35 years		
Continuing to operate under the current arrangements and delivering more profits and dividends		
If the council group continues to operate the Port of Auckland continuing to use the profits and dividends to fund council services		
If the council group continues to operate the Port of Auckland, investing the profits and dividends in the proposed Auckland Future Fund		
Any other aspects of the proposal including in relation to self-insurance, and implementation options for the proposed Auckland Future Fund and possible changes to the council's shareholding in Port of Auckland Limited and to the ownership of the Port Land		

Major Investments: Port of Auckland



Major Investments: Port of Auckland - profits/dividends



Port Land

Aucklanders were asked for their feedback on a proposal whereby some land and wharves currently used for port operations could be transferred to Auckland Council and used for something else. This could include the creation of some new public spaces and/or new waterfront residential or commercial developments.

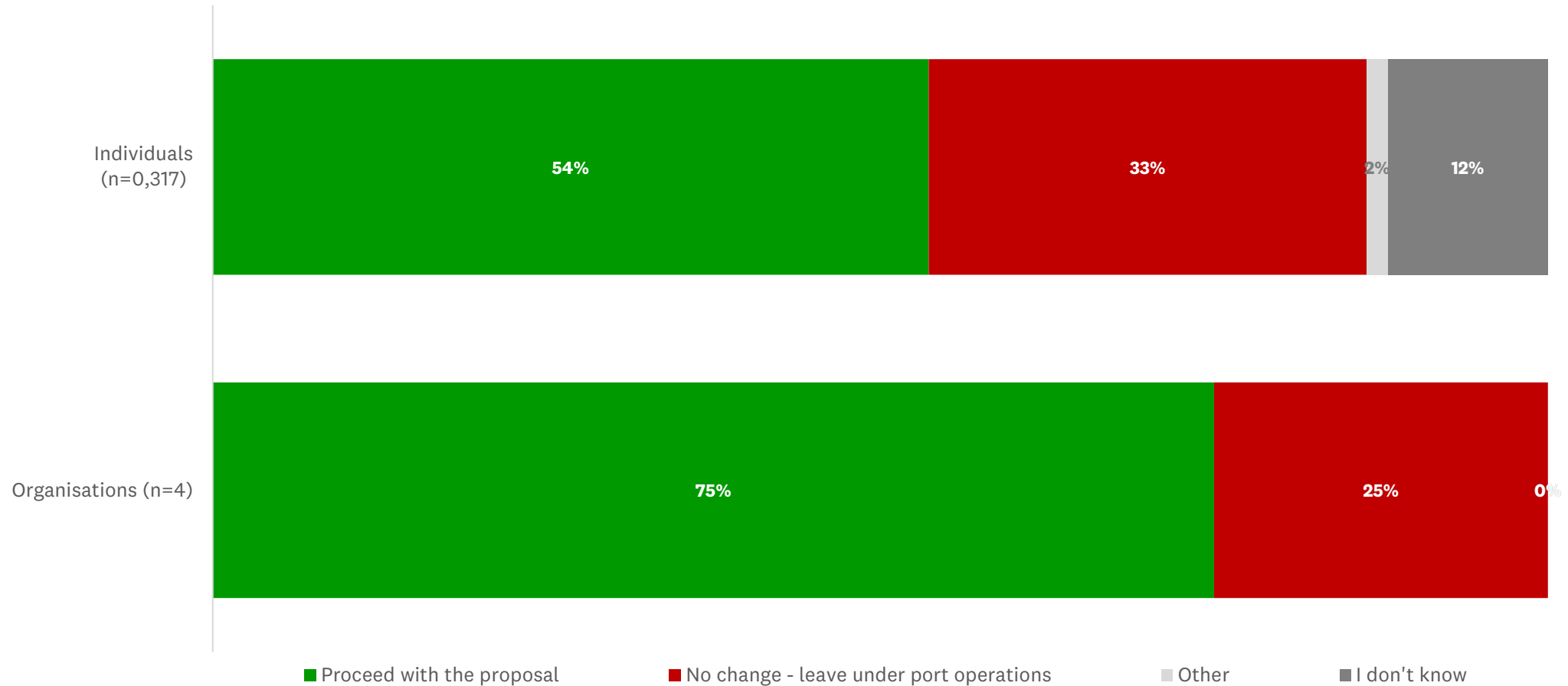
Captain Cook and Marsden wharves could be transferred to council within 2-5 years provided that resource consent can be obtained for work at the Bledisloe Terminal. These works are required to allow some port operations to be moved and would cost around \$110 million, but otherwise there would be no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

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

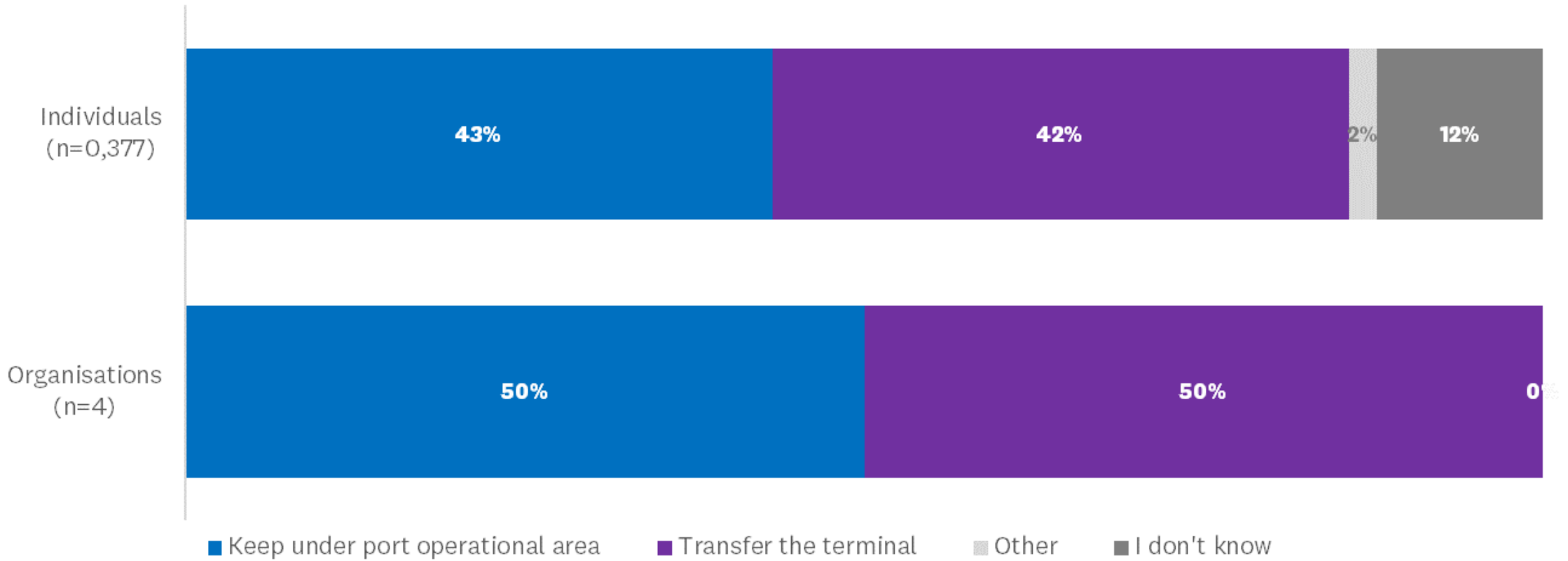
Proposal	Support / Do not support	Local board input
Captain Cook and Marsden wharves transferred to council within 2-5 years		
The Bledisloe Terminal site transferred to council for use in another way within 15 years		



Port Land - Captain Cook and Marsden wharves



Port Land - Bledisloe Terminal



Changes to other rates

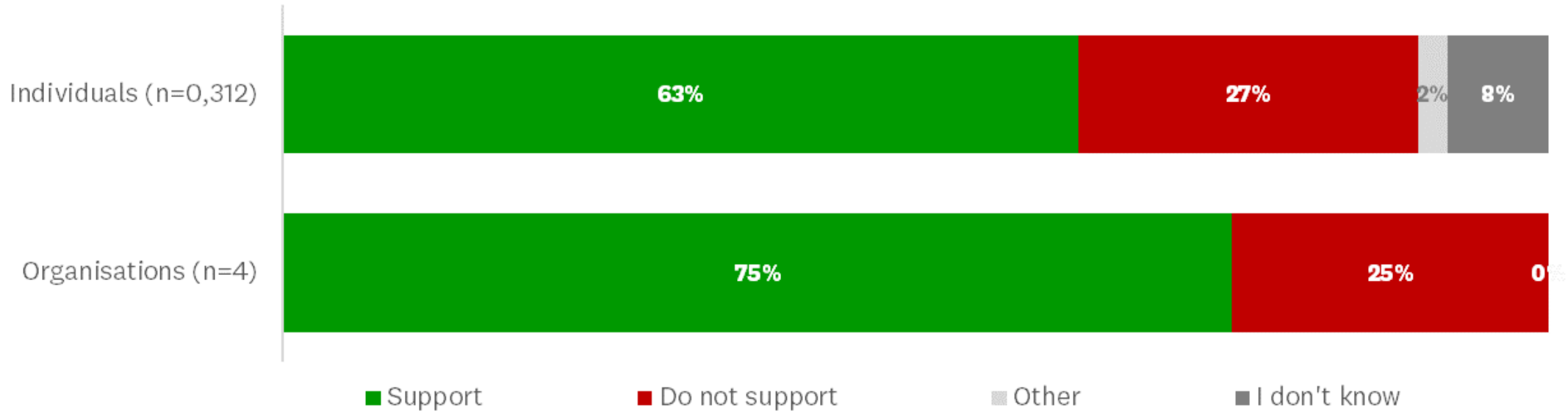
Changes to other rates, fees and charges

- Resuming the **Natural Environment Targeted Rate (NETR)** and extend it to 2034/2035 to continue to invest in the protection of native ecosystems and species.
- Resuming the full **Water Quality Targeted Rate (WQTR)** and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs.
- Broadening the description of bus services funded by the **Climate Action Transport Targeted Rate (CATTR)** to reduce the need to consult each year for minor changes to the bus programme.
- Discontinue the **Long-Term Differential Strategy** which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers.
- Continue the planned roll out of **rates funded refuse collections to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026** replacing the current pay as you throw service, and consequent rates change. During the refuse targeted rate will be applied based on the approximate number of months the rates funded service is available to them.
- Adjust the **Waste Management Targeted Rates in 2024/2025** to maintain cost recovery levels and to apply the Recycling Targeted Rate to all schools.
- Changing the **Rodney Drainage Districts Targeted Rate** to reflect public feedback and updated analysis of the benefits to properties and boundaries.
- Increasing the **Waitākere Rural Sewerage Targeted Rate** from \$296.75 to \$336.80 (per year) for the 2024/2025, 2025/2026, and 2026/2027 years to maintain cost recovery in the three-year contract cycle, and avoid an annual subsidy of around \$117,000 from general rates.



Changes to other rates

Resuming the Natural Environment Targeted Rate (NETR) and extend it to 2034/2035 to continue to invest in the protection of native ecosystems and species.

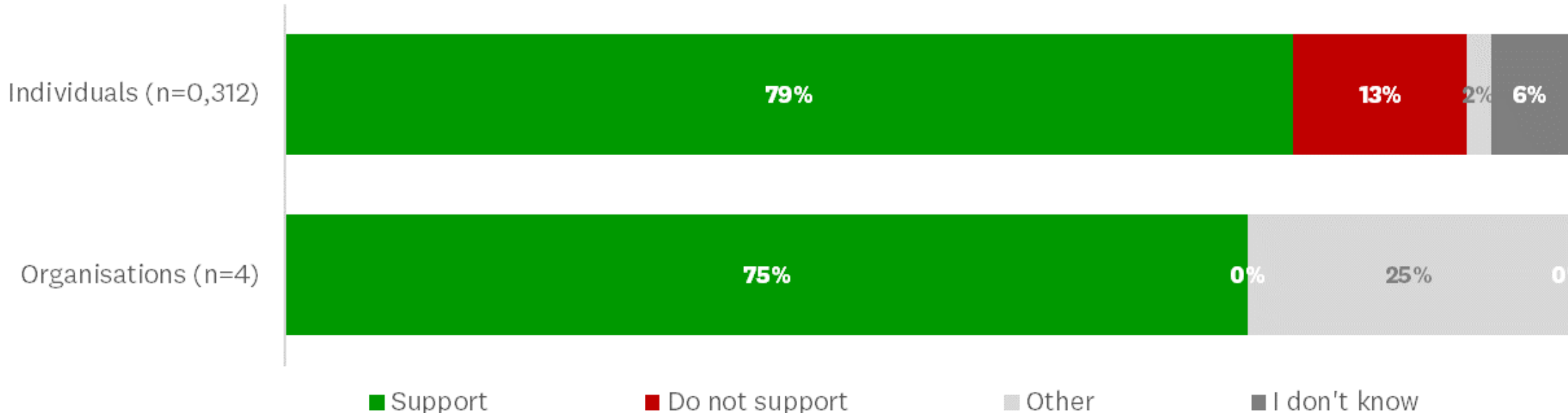


Proposal	Support / Do not support	Local board input
Resuming the Natural Environment Targeted Rate (NETR) and extending it to 2034/2035		



Changes to other rates

Resuming the full Water Quality Targeted Rate (WQTR) and extend it to 2034/2035 at a level to only cover the annual programme operating and interest costs.

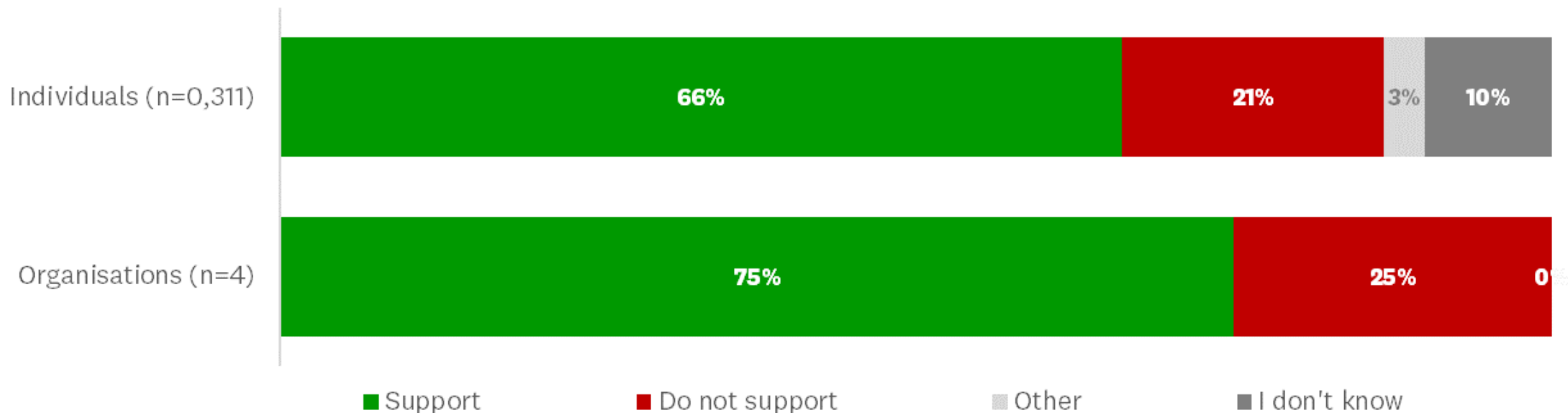


Proposal	Support / Do not support	Local board input
Resuming the Water Quality Targeted Rate (WQTR) and extending it to 2034/2035		



Changes to other rates

Broadening the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme.

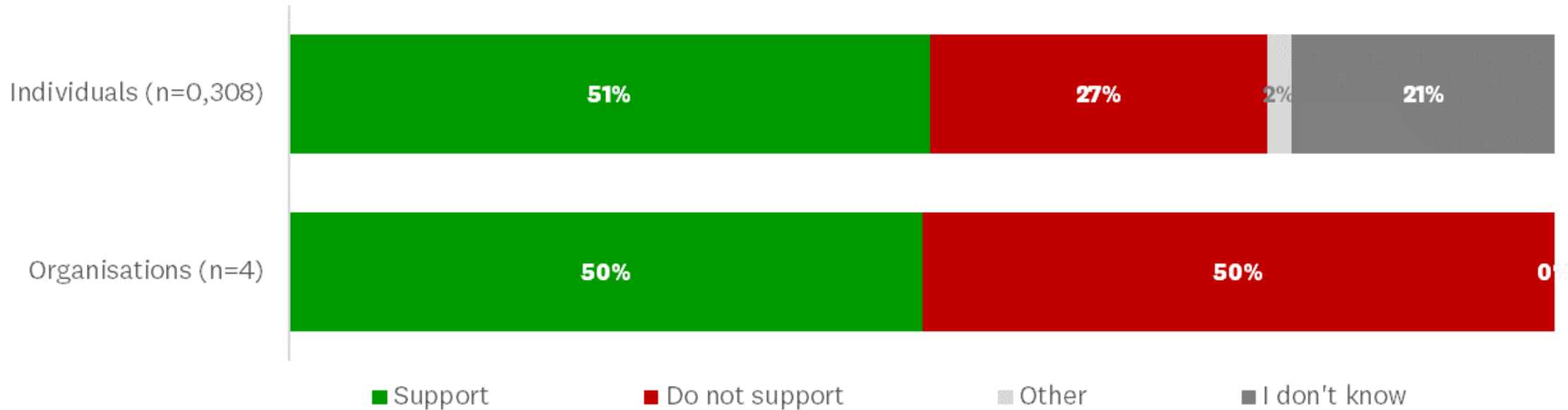


Proposal	Support / Do not support	Local board input
Broadening the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme		



Changes to other rates

Discontinue the Long-Term Differential Strategy which gradually lowers the share of general rates paid by businesses and raises the share paid by other ratepayers.

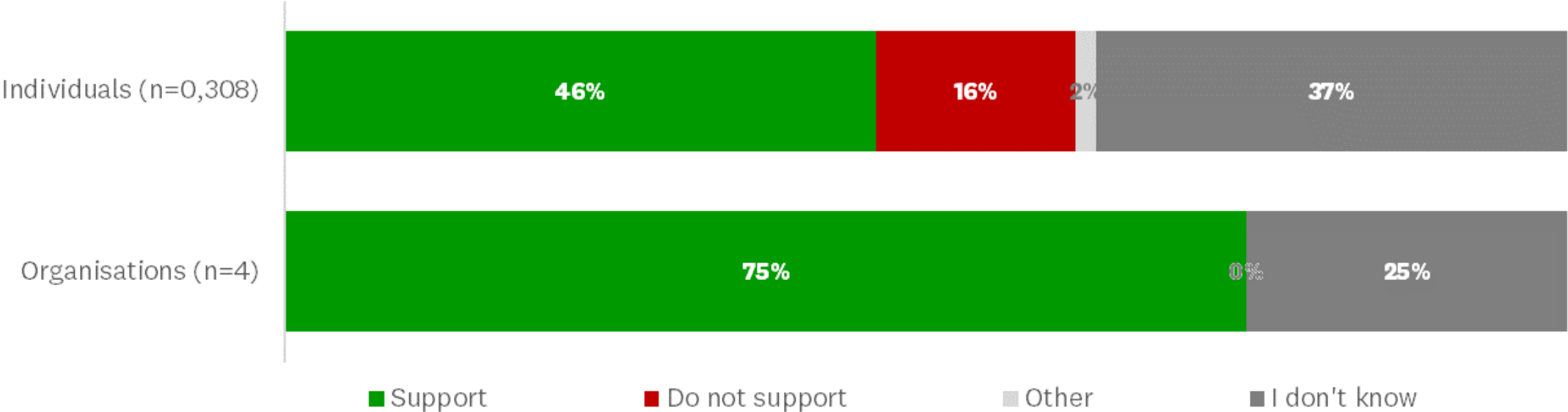


Proposal	Support / Do not support	Local board input
Discontinuing the Long-Term Differential Strategy and raising the share of NETR, WQTR and CATTR paid by businesses to align with their share of the general rate		



Changes to other rates

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

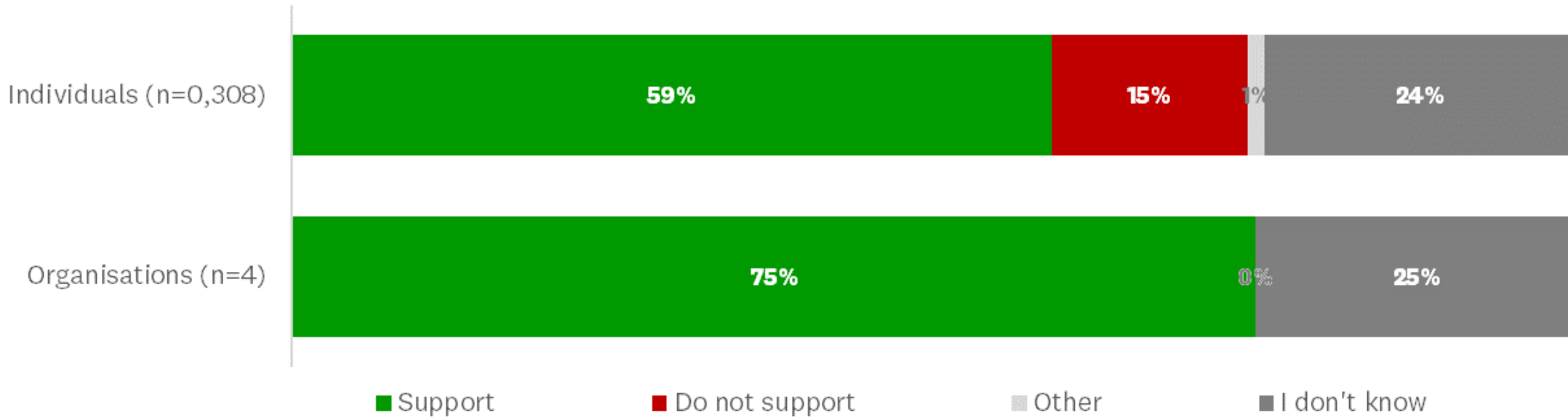


Proposal	Support / Do not support	Local board input
Changing the Rodney Drainage Districts Targeted Rate		



Changes to other rates

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

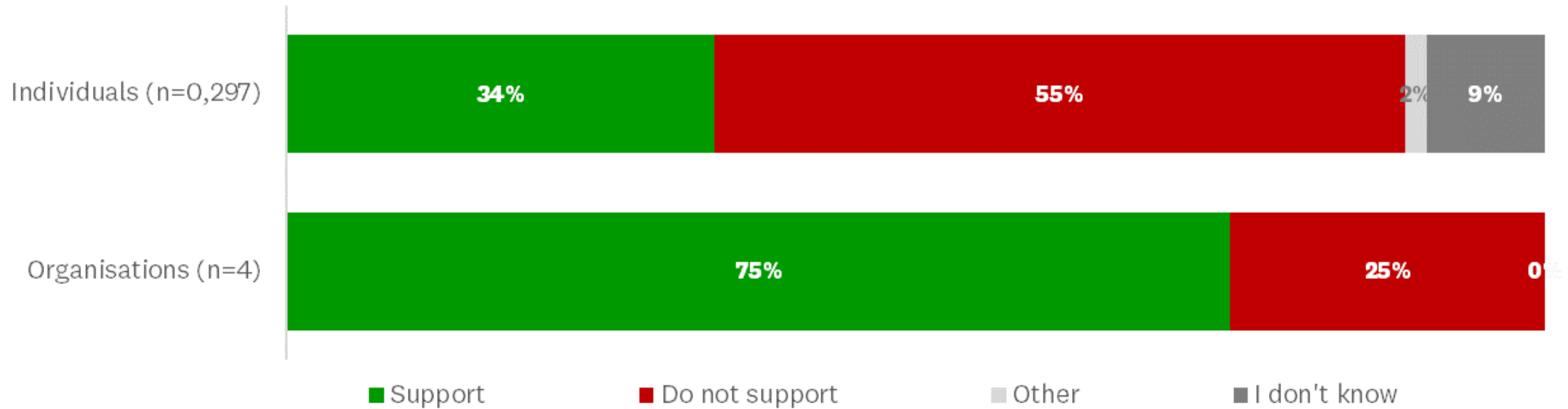


Proposal	Support / Do not support	Local board input
Increasing the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year)		



Changes to other rates

Adjust the Waste Management Targeted Rates in 2024/2025 to maintain cost recovery levels and to apply the Recycling Targeted Rate to all schools.

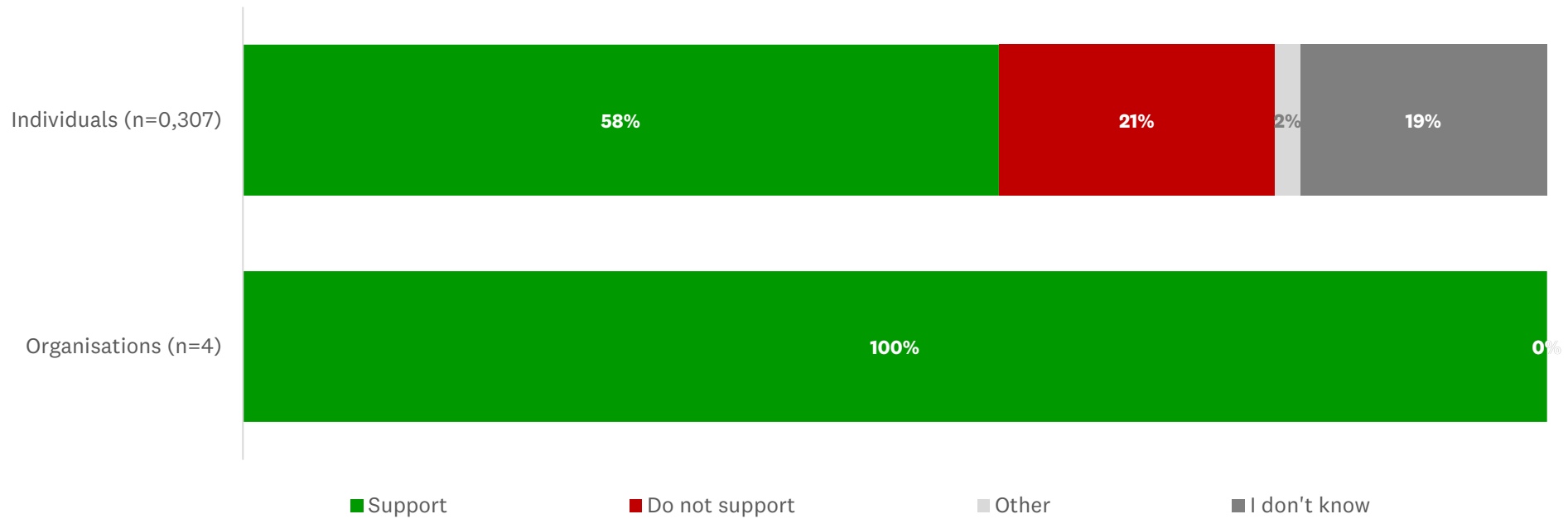


Proposal	Support / Do not support	Local board input
Applying the Recycling Targeted Rate to all schools		



Changes to other rates

Continue the planned roll out of rates funded refuse collections to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026 replacing the current pay as you throw service, and consequent rates change. During the refuse targeted rate will be applied based on the approximate number of months the rates funded service is available to them.



Proposal	Support / Do not support	Local board input
Continuing the planned roll out of rates funded refuse collections to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026		



Changes to fees and charges

In addition to most other fees and charges which will be adjusted in line with inflation, there are also specific changes to the fees outlined below:

- new fees to recover the cost of processing new requirements under the Building (Dam Safety) Regulations 2022
- increased deposit levels for a number of consenting fees
- an increase to film-permitting fees to adjust for cumulative inflation since 2015. It is also proposed that this fee is adjusted for inflation yearly
- adjusted fees for all services provided from pool and leisure centres to ensure an appropriate level of cost recovery
- baseline fees across similar venue hire and bookable spaces so that they are charged appropriately. This includes community halls, community centres, art centres and bookable library spaces.

More information on local fees and charges will be presented at the end of this session.



Changes to other rates, fees and charges



Proposal	Support / Do not support	Local board input
New fees to recover the cost of processing new requirements under the Building (Dam Safety) Regulations 2022		
Increased deposit levels for a number of consenting fees		
Increased film-permitting fees to adjust for cumulative inflation since 2015		
Adjusted fees for all services provided from pool and leisure centres to ensure an appropriate level of cost recovery		
baseline fees across similar venue hire and bookable spaces so that they are charged appropriately		



Fairer Funding for Local Boards

Auckland Council is proposing to shift to a fairer funding model, where some local boards will receive additional funding to deliver for their communities. Other local boards, where there is a disparity of funding, would need to make changes in their priorities to manage within a reduced budget. The proposal is to address local board funding equity through the first three years of the Long-term Plan 2024-2034.

This is proposed to be achieved through a 50/50 combination approach, i.e., reallocating some existing funding between local boards and providing some new funding (\$20 million opex and \$30 million capex) over the first three years of the LTP 2024-2034.

As the extent of funding disparity between local boards is significant, and the council's capacity for new funding is limited, only 18 local boards will get within 5 per cent of their equitable funding levels (opex and capex) by year three of the LTP 2024-2034. Of the 21 local boards, three local boards will remain funded above their equitable levels but to a lesser degree than current levels.

Overall, there were four responses on this topic from the Puketāpapa Local Board area – these are shared on the next slide.



Fairer Funding for Local Boards

Submitter ID	Response
11159	We strongly support the fairer funding for Local Boards to address legacy imbalances , with a combination of new funding and reallocation.
13186	A more fairly allocated budget seems sensible.
10901	<p>Overall I think the poorest regions of the city are being short-changed by the local board funding and the bulk of the money is being gifted to the wealthiest suburbs. the council should be ashamed of this.</p> <p>I'll reiterate that I believe ratepayers should be paying more and the wealthiest ratepayers should be paying a greater share of the rates. Where possible user-pays should be avoided because of the harm it does to the poorest communities in our city</p>
12483	Equitable funding for local boards should be achieved at the earliest possible without increasing the spend, even if it means promised projects are not delivered. Ratepayers aren't a bottomless pit of money so asking for any more money to address this problem by allocating more to local boards with inequitable funding is a terrible idea.



Fairer Funding for Local Boards

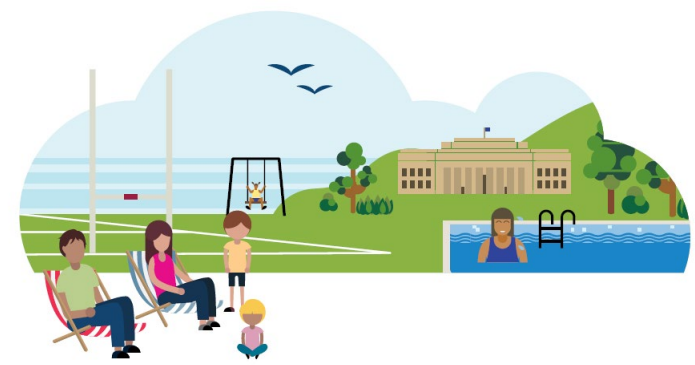
Local Board feedback

- Do the local board agree with the overall principle of allocating funding on a more equitable basis?
 - Why?
- Do the local board agree with the amount of funding that their local board get? I.e. their funding level based on the 80/15/5 allocation (which was agreed by the GB in 2021)
 - Why?
- Do the local board agree with the total amount of funding that is to be allocated out to local boards? I.e. the total pot to be split.
 - Why?

Proposal	Support/Do not support	Local board input
Fairer funding - Local Board Funding Policy moving to the fairer funding model (include whether there is support for 'pay more get more' and 'pay less get less' options)		



Q.8 Other Feedback



No feedback was received on the draft Tūpuna Maunga Authority Operational Plan 2024/2025, this is likely because the DTMAOP ran parallel to the LTP and most will have submitted directly to that consultation.

Amongst feedback given for Q8, common themes were, in no order:

- town centres in need of investment
- support for local businesses
- the need for community to be the main focus for the work council does
- support for Fairer Funding
- Auckland Council becoming an accredited living wage Council
- the difficulty of the LTP consultation to understand,

Proposal	Support/Do not support	Local board input
Tūpuna Maunga Authority Operational Plan 2023/2024		
Other Matters		



Topic 3: Advocacy



Local board advocacy

Consider any initiatives to include as advocacy to Governing Body as part of the Long-term Plan.

- Repair of flood damaged parks / coastal infrastructure and the development of 'blue-green networks' in our area
- Naturalisation of piped awa (rivers) and increase the urban ngahere (tree cover)
- Investment into the restoration of the Manukau Harbour
- Continued funding for sport, recreation and events
- Retention of funding and a review of Auckland's Aquatic Network Strategy
- Funding for facilities and open space to respond to housing growth, such as sports changing rooms at the newly developed Three Kings Quarry and an extension to Cameron Pool
- Retention of the Local Board's Transport Capital Fund
- Safety improvements at the Denbigh Avenue / Dominion Road Roundabout
- Improve public transport and footpaths



**Topic 4: local board
feedback on regional
topics in the Annual
Budget**



Puketāpapa Local Board input on regional topics in the Long-term Plan 2024-2034

1. Overall direction for Long-term Plan
2. Transport Plan
3. North Harbour Stadium
4. Major Investments:
 - Auckland Future Fund and Auckland International Airport Limited shares
 - Port of Auckland
5. Port Land
6. changes to other rates, fees and charges
7. Fairer Funding for Local Boards



Key steps: local board input on regional topics in the Long-term Plan 2024-2034

**Consider
consultation
feedback
(today)**

**Resolve your
input on regional
topics
(2 May)**

**Present to
Budget
Committee
(8 May)**



Puketāpapa Local Board

Input into the Long-term Plan 2024-2034

Presenter: Chair Ella Kumar

Governing Body workshop 8 May 2023



LB feedback on Proposed Long-term Plan Regional Topics

Topic	Pay less and get less (support/do not support)	As proposed (support/do not support)	Pay more and get more (support/do not support)
Overall direction for Long-term plan			
Transport Roads, public transport and safety improvements across the transport network			
Water Managing stormwater to minimise flooding and protect waterways			
City and local development Delivering urban regeneration and lead development of the city centre			
Environment and regulation Protecting and restoring the natural environment			
Parks and community A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards			
Economic and cultural development Major events funding and economic development			
Council support Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities			





LB feedback on Proposed Long-term Plan Regional Topics

Topic	Proposal	Support / Do not support
Transport Plan	Investing in rapid transit network actions, such as making it easier to pay, including introducing capped weekly public transport passes	
	Network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes	
	Stopping some initiatives previously planned such as some raised pedestrian crossings and cycleways.	
North Harbour Stadium	Keeping the stadium precinct as it is now, and maintaining it at a cost of \$33 million over 10 years	
	Redeveloping the stadium precinct funded through the reallocation of \$33 million and the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available	
	Change the operational management of the stadium to ensure greater use by the community (noting this option can be considered in addition to either of the options above)	
Auckland Future Fund and Auckland Airport Limited Shares	Creating in a diversified investment fund for Auckland (the Auckland Future Fund)	
	Transferring council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares	





LB feedback on Proposed Long-term Plan Regional Topics

Policy	Proposal	Support/ Do not support
Ports of Auckland	Keeping underlying ownership of the port land and wharves but entering into a lease for the port operations for a period of 35 years	
	Continuing to operate under the current arrangements and delivering more profits and dividends	
	If the council group continues to operate the Port of Auckland continuing to use the profits and dividends to fund council services	
	If the council group continues to operate the Port of Auckland, investing the profits and dividends in the proposed Auckland Future Fund	
	Any other aspects of the proposal including in relation to self-insurance, and implementation options for the proposed Auckland Future Fund and possible changes to the council's shareholding in Port of Auckland Limited and to the ownership of the Port Land	
Port Land	Captain Cook and Marsden wharves transferred to council within 2-5 years	
	The Bledisloe Terminal site transferred to council for use in another way within 15 years	



LB feedback on Proposed Long-term Plan Regional Topics

Policy	Proposal	Support/ Do not support
Changes to other rates, fees and charges	Resuming the Natural Environment Targeted Rate (NETR) and extending it to 2034/2035	
	Resuming the Water Quality Targeted Rate (WQTR) and extending it to 2034/2035	
	Broadening the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme	
	Discontinuing the Long-Term Differential Strategy and raising the share of NETR, WQTR and CATTR paid by businesses to align with their share of the general rate	
	Changing the Rodney Drainage Districts Targeted Rate	
	Increasing the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year)	
	Applying the Recycling Targeted Rate to all schools	
	Continuing the planned roll out of rates funded refuse collections to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026	
Other matters	Any other matters including: -Tūpuna Maunga Authority Operational Plan 2024/2025	
Fairer funding - Local Board Funding Policy	Moving to the fairer funding model (includes 'pay more get more' and 'pay less get less' options)	



Additional feedback

- Add any additional feedback here



Advocacy

- Add advocacy initiatives here



Topic 5: Discuss Fees and charges



Puketāpapa Local Board Fees and Charges

2024/2025 Annual Budget

Manoj Rathod - Lead Financial Advisor



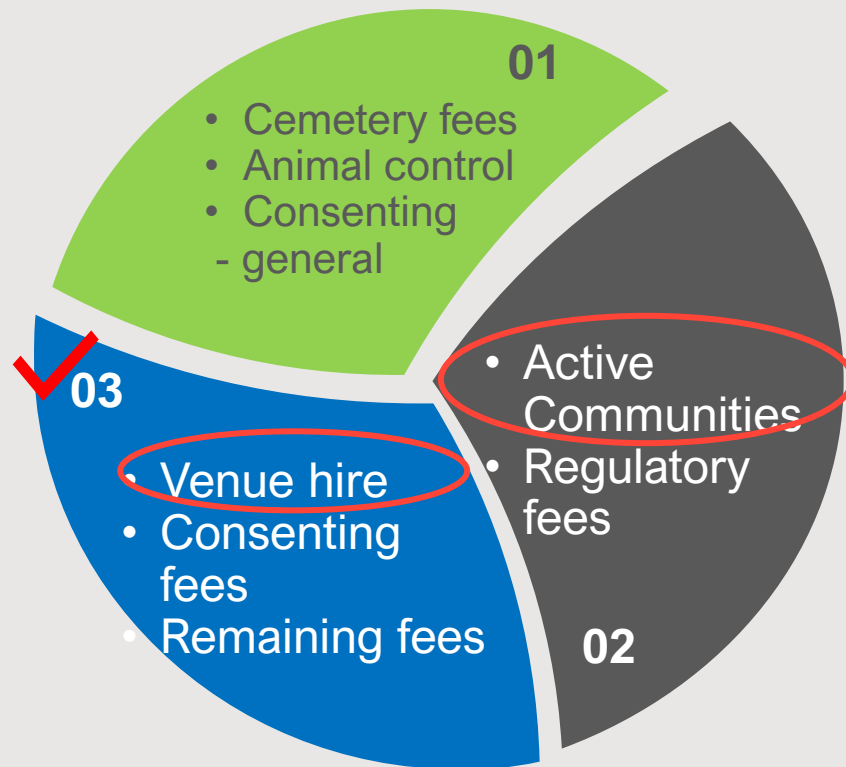
Purpose of today's session

1. To provide a recap on November 2023 workshop on proposals for fees and charges
2. To provide summary of changes on fees and charges so local board is able to:
 - provide feedback through the Long-term Plan (LTP) consultation feedback report; and
 - adopt 2024/25 Local Board Agreement and the attachment for fees and charges schedule



Recap: Workshopped in November 2023

Fees and charges – Three-year review cycle



Areas reviewed for budget 2024/25:

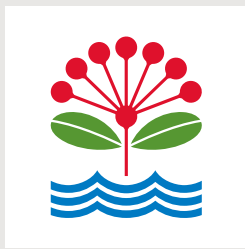
- Active communities Phase 2
 - Membership Fees
 - Aquatic Entrance Fees
 - Learn to Swim Fees
 - Recreation Fees
- Venue hire Phase 1



Fees and charges – 2024/2025 changes

Business Area	Proposed
Venue hire (excludes Active Communities bookable spaces)	<p>Phase 1 review - this was workshopped in November last year whereby fees were adjusted to be in line with Hire Fee Framework July 2014. As a result, there were only minimal number of significant changes proposed.</p> <p>Please refer to pages 383 of the Supporting Information for Consultation Document.</p> <p>Proposing to increase 4.7% for the remaining fees to manage inflationary pressures.</p>
Community, Arts Centres and Bookable Library Spaces	<p>Phase 1 review - this was workshopped in November last year whereby fees were adjusted to be in line with Hire Fee Framework July 2014. As a result, there were only minimal number of significant changes proposed.</p> <p>Please refer to pages 383 of the Supporting Information for Consultation Document.</p> <p>Proposing to increase 4.7% for the remaining fees</p>

- Any changes to fees and charges at network level as a result of review of public consultation will be highlighted as part of the Annual Budget adoption process in June-2024 upon Governing Body approval.
- Please refer to attachment for details of local board’s fees and charges



Patai /Questions



Next steps:

- 30 April -2 May - provide feedback through the Long-term Plan local board consultation feedback and input report
- 11- 13 June 2024 - adopt local board agreements and the fees and charges schedule



Puketāpapa Local Board feedback on Long-term Plan 2024-2034 regional topics

Overall direction for Long-term plan

Topic	support / Do not support			Local board input
	Pay less and get less	Central proposal	Pay more and get more	
Overall direction for Long-term plan				
Transport Roads, public transport and safety improvements across the transport network				
Water Managing stormwater to minimise flooding and protect waterways				
City and local development Delivering urban regeneration and lead development of the city centre				
Environment and regulation Protecting and restoring the natural environment				
Parks and community A wide range of arts, sports, recreation, library and community services including a fair level of funding for local boards				
Economic and cultural development Major events funding and economic development				
Council support Supporting the delivery of services, enabling effective governance, emergency management and grants to regional amenities				

Transport Plan

Proposal	Support / Do not support	Local board input
Investing in rapid transit network actions, such as making it easier to pay, including introducing capped weekly public transport passes		
Network optimisation, reducing temporary traffic management requirements and introducing dynamic lanes		
Stopping some initiatives previously planned such as some raised pedestrian crossings and cycleways.		

North Harbour Stadium

Proposal	Support / Do not support	Local board input
Keeping the stadium precinct as it is now, and maintaining it at a cost of \$33 million over 10 years		
Redeveloping the stadium precinct funded through the reallocation of \$33 million and the sale of some stadium precinct land while retaining the existing community playing fields and any other external funding available		
Change the operational management of the stadium to ensure greater use by the community (noting this option can be considered in addition to either of the options above)		

Auckland Future Fund and Auckland Airport Limited Shares

Proposal	Support / Do not support	Local board input
Creating a diversified investment fund for Auckland (the Auckland Future Fund)		
Transferring council's shareholding of just over 11 per cent in Auckland International Airport Limited (AIAL) to the fund to enable the subsequent sale of any or all the shares		

Ports of Auckland

Proposal	Support / Do not support	Local board input
Keeping underlying ownership of the port land and wharves but entering into a lease for the port operations for a period of 35 years		

Continuing to operate under the current arrangements and delivering more profits and dividends		
If the council group continues to operate the Port of Auckland continuing to use the profits and dividends to fund council services		
If the council group continues to operate the Port of Auckland, investing the profits and dividends in the proposed Auckland Future Fund		
Any other aspects of the proposal including in relation to self-insurance, and implementation options for the proposed Auckland Future Fund and possible changes to the council's shareholding in Port of Auckland Limited and to the ownership of the Port Land		

Port Land

Proposal	Support / Do not support	Local board input
Captain Cook and Marsden wharves transferred to council within 2-5 years		
The Bledisloe Terminal site transferred to council for use in another way within 15 years		

Changes to other rates, fees and charges

Proposal	Support / Do not support	Local board input
Resuming the Natural Environment Targeted Rate (NETR) and extending it to 2034/2035		
Resuming the Water Quality Targeted Rate (WQTR) and extending it to 2034/2035		
Broadening the description of bus services funded by the Climate Action Transport Targeted Rate (CATTR) to reduce the need to consult each year for minor changes to the bus programme		
Discontinuing the Long-Term Differential Strategy and raising the share of NETR, WQTR and CATTR paid by businesses to align with their share of the general rate		
Changing the Rodney Drainage Districts Targeted Rate		
Increasing the Waitākere Rural Sewerage Targeted Rate from \$296.75 to \$336.80 (per year)		

Applying the Recycling Targeted Rate to all schools		
Continuing the planned roll out of rates funded refuse collections to the North Shore, Waitākere and Papakura in 2024/2025, and Franklin and Rodney in 2025/2026		
New fees to recover the cost of processing new requirements under the Building (Dam Safety) Regulations 2022		
Increased deposit levels for a number of consenting fees		
Increased film-permitting fees to adjust for cumulative inflation since 2015		
Adjusted fees for all services provided from pool and leisure centres to ensure an appropriate level of cost recovery		
baseline fees across similar venue hire and bookable spaces so that they are charged appropriately		

Other matters

Proposal	Support/Do not support	Local board input
Tūpuna Maunga Authority Operational Plan 2023/2024		
Fairer funding - Local Board Funding Policy moving to the fairer funding model (include whether there is support for 'pay more get more' and 'pay less get less' options)		

Puketāpapa Local Board key advocacy initiatives

Initiative	Description

Puketāpapa Local Board – Draft Fees and Charges 2024/2025

This is a list of proposed local fees and charges for 2024/2025 financial year for the local board.

The tables on the following pages will outline the changes proposed to the current fees and charges from the following areas (where applicable) of Council:

- Digital & Customer Services – Venue Hire
- Connected Communities – Community, Arts Centres and Bookable Library spaces

Digital & Customer Services – Venue Hire

The proposal from phase one of Venue Hire, Arts Centres and Bookable Library Spaces was workshopped in November 2023. Fees were adjusted to be in line with Hire Fee Framework July 2014.

The remaining fees are proposed to increase by 4.7 per cent to manage inflationary pressures.

Revenue targets have been set based on following rates and subsidies (discounts):

- Standard
- Off peak, 20% off standard**
- Regular, 20% off standard (10 or more bookings in a financial year)
- LB Priority, 50% off standard. Criteria for the LB priority subsidy is:
 - Activities are contributing to community outcomes, such as those offered by not-for-profit and community groups.

**Off peak times per table below:

	5:00 AM	5:30 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM	10:30 PM	11:00 PM	11:30 PM	12:00 AM																	
Monday	Off-peak																								Peak				Off-peak												Peak				Off-peak											
Tuesday																																																								
Wednesday																																																								
Thursday																																																								
Friday																																																								
Saturday	Peak																																																							
Sunday	Off-peak																																																							

Category Name Description	Peak			Off-peak		
	FY24	FY25	Change	FY24	FY25	Change
Venue Hire						
Fickling Convention Centre						
Combined Hillsborough & Waikowhai room	\$128.30	\$128.00	0%	\$103.10	\$102.40	-1%
Hillsborough Room	\$103.60	\$103.60	0%	\$82.80	\$82.90	0%
Lynfield Room	\$57.00	\$57.00	0%	\$45.50	\$45.60	0%
Puketepapa Room	\$28.00	\$28.00	0%	\$22.50	\$22.40	0%
Senior Citizens Room	\$57.00	\$57.00	0%	\$45.50	\$45.60	0%
Waikowhai Room	\$57.00	\$57.00	0%	\$45.50	\$45.60	0%
Three Kings Room	\$28.00	\$28.00	0%	\$22.50	\$22.40	0%
Mt Roskill War Memorial Hall						
Anzac Room	\$80.10	\$80.00	0%	\$64.20	\$64.00	0%
Freyberg Room	\$39.50	\$40.00	1%	\$31.80	\$32.00	1%
Three Kings Tennis Pavilion						
Main Room	\$39.50	\$40.00	1%	\$31.80	\$32.00	1%

Connected Communities - Community, Arts Centres and Bookable Library spaces

The proposal from phase one of Venue Hire, Arts Centres and Bookable Library Spaces was workshopped in November 2023. Fees were adjusted to be in line with Hire Fee Framework July 2014.

The remaining fees are proposed to increase by 4.7 per cent to manage inflationary pressures.

The following rates and 50% community discount apply:

Category Name Description	Commercial			Community		
	FY24	FY25	Change	FY24	FY25	Change
Community, Arts Centres and Bookable Library spaces						
Roskill Youth Zone						
Multipurpose space	\$80.10	\$80.00	-0.12%	\$64.20	\$64.00	0%
Wesley Community Centre						
Kotare-Tauhau Room*	\$39.50	\$40.00	1.27%	\$31.80	\$32.00	1%
Matuku Room	\$11.50	\$11.50	0.00%	\$9.40	\$9.20	-2%
Rakiraki Room*	\$39.50	\$40.00	1.27%	\$31.80	\$32.00	1%
Tarapunga Room	\$57.00	\$57.00	0.00%	\$45.50	\$45.60	0%
Timohina Room	\$57.00	\$45.60	-20.00%	\$45.50	\$36.50	-20%
Warou Room	\$11.50	\$11.50	0.00%	\$9.40	\$9.20	-2%

Submission comments – Easy to read

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

Tell us why

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

I support all priorities

Community focus. Cycle ways cost a lot of funds, that could be used to fix our roads.
When you say "consider our investment in services", are you just meaning "cut funding to services"? I don't support that. Some services are really just running on the smell of an oily rag and the community benefits incredibly because of them.
Not happy with allocation of funds to this ward as one of the lowest in Auckland.
We MUST protect and restore our environment!!!
Construction work from Watercare has been much less transparent than desirable. Also slow. Also need to fix the roads and the buses.
I am concerned about climate , more than the other points.
Engaging the community is important for the health and wellbeing of the people, the contribution of time and energy is as productive as paying rates. It is very important to encourage safe active modes and engage the community in attaining a sustainable environment
Those targets don't seem to me to be very specific or a stretch, more specific targets for our area would mean a lot more than 'continue to'!!
All are good goals for the community. The governing body (outside the council) should also consider the priorities listed on Page 126z
community is important
We need to do everything we can to reduce our environmental footprint. This is absolutely critical. I feel that supporting initiatives that encourage walking and cycling will support this, as well as increasing good mental health and connection within the community if done well.
Investing in opportunities to support local community leadership is crucial, but vulnerable communities (such as elderly, disabled, LGBT+, refugee and cultural minority communities) need to be prioritised as these voices are often not heard.
All of these initiatives prioritize community and wellbeing of life, focusing on local businesses and climate.
Key focuses on business and community. Also supports multiple modes of transport
Our local board has been excellent in making changes that protect against climate change the Oakley creek is a prime example they have also worked hard to improve public transport and alternative modes but have largely been opposed by AT
I manage a programme for Auckland Transport and the Local Board to encourage students to ride to school. The main constraint is the lack of safe cycling infrastructure. Our polls in tgecschools we are working in have shown kids overwhelmingly want to ride, many can't because it is not safe.
I want our area to be safe for kids to walk and cycle in.
the priorities are helpful
it seems local board will improve transport parks rivers etc.

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

I support most priorities

Too many businesses already in this area.
Please repair the parks and walkways which were damaged during the floods of 2023.
The natural environment and walking and cycling safety are important for all of us.
Investment in communities builds strong communities.
These priorities are all wrong and focus funds in the wrong direction. It seems you photo opportunity goals only, without delivering real results.
Self explanatory

Supporting local businesses through the tough time now and in the next 3 years.
uninspiring. Not very bold strategic statements there. Very vague
definitely support more cycling and walking
Most are good, some have good ideas - however, the priority is not reflected and it asks too much from citizens financially.
most are good & think some could be improved, don't see the point in reintroducing a recycling fee.
Don't spend where services are not utilized -you only need to go out during "peak usage times" to see what is being used and what isn't. Don't direct funding where the service could potentially be used but currently isn't. Auckland is in "repair" mode so it is critical to ensure funds are directed where they are of most benefit
Our neighborhood is growing so fast with the development of the housing complexes, that the Council needs to consider providing developing recreational and community places for all age groups seriously. These new developments don't have the outside play area most families need, and green spaces near by are most important. Safe easy access to community spaces is vital.
I feel like there is a lot of money spent on road works in place where not needed (- extra traffic!). And already of focus on protection of native enviro, could be used for other stuff.
Introduce public roadside parking charges/permits for multiple cars from a residential property. These vehicles should be parked on the property as they restrict visibility and traffic flow on busy intersections and narrow roads from routinely park on berm and curb side.
We support "focus our investment in parks, facilities and programmes on our growing neighbourhoods"
Need more recreation space and facilities to support intensification in Kainga Ora housing. Community gardens, child care centres, place for people to learn skills and become part of the community. Also need more security cameras in areas prone to dumping such as parks and major areas of construction - be it temporary or not.
The community must grow organically, helping groups to be seen doing something beneficial will inspire others to follow.
Local businesses can self fund their coordination.
Should the rate payer be supporting businesses outside of visiting them? I don't think that is a good use of rate dollars. Rate funding should be going to programs that majority can access if they want - such as parks and libraries.
These goals are airy fairy and don't actually say what they mean or how they will be achieved. What does local leadership even mean? Who are local leaders? Who decides who they are?? Never heard of this as a resident.
As per previous comments, we are facing a climate catastrophe and it is embarrassing to see how far behind the rest of the world 'clean green' New Zealand is.
Good opportunities for great change in multiple areas for the benefit of the community
because its helpful
no proper opinion
Lacking specific objectives

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

I do not support most priorities

There is limited funds, we do not need support for cycleways only several people use, we do not need funding for climate initiatives, we need Aucklanders who are already struggling to have good provision of basic services only at a cost they can afford
NO ONE uses the cycleways here!!!! Leaderships don't need Council support if they are true leaders. Businesses don't need help to coordinate support etc - they need Police support.
Most social welfare spending not by local government act keep too local government needs. Do not support cash hand for street parties school holiday progress at AC halls.
Supporting local small business is very important. Also, upkeeping our local footpaths may be more important and creating any new ones. (like dominion rd, sandringham, and mt albert rd footpaths). Those are the walking paths you should be concerned about fixing and upkeeping for the safety of people who live in puketepapa and local areas.

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

I do not support any priorities

what a complete and utter waste of time. I dont even know where to start

If someone wants to cycle he will do If some one wants to run jog or exercise they will do so So stop wasting our tax payer money on these options

Reduce spending and rates increases

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

I don't know

businesses can coordinate themselves if it is in their interest. It's part of doing business.

i feel our board is already doing pretty good in these spaces. i would need to know more about what activities are actually included in these initiatives before i can share my view.

It overall just seems like a pretty bland plan.

Haven't seen my local board priorities

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

Other

what you state as objectives are vague waffle. No clear targets are given,

Need to reduce cost and be more cost effective and efficient in all projects and initiatives

To be honest, most of these priorities are vague and unspecific. 'Consider investment in facilities and services to do better' seems the only useful activity and even that could mean anything! Climate change volunteer groups are just that - volunteers - and don't need more spending on them.

These mostly sound very good and admirable and makes people feel good about themselves and the jobs that they are carrying out. But I do nit want to see public money wasted on feel good projects, as has been done in the past. It needs to be targeted in the right way, where those who are directing where and what our money is spent on are accountable. Just of late there is an outcry over reading sessions through some public libraries conducted by drag queens, reading stories to our children. I hope that it isn't happening in our community? This is a clear example of what I call inappropriate spending of our public money. It is an outrage.

I am all for encouraging outdoor exercise, walking etc. But I am now finding that where and when I am out walking with my wife, whether that is on the footpath or at a park or a bush area. That I am constantly on the lookout for people coming mainly from behind, on scooters, skateboards, bicycles etc, or even the odd dog that isn't on a leash. Neither of us should have to be concerned about such things when we are endeavoring to have a relaxing/quiet walk together. I have been abused for asking politely that some of these people slowdown and consider that we should be able to share the public spaces.

Hence I do not support the council pouring more of our public money into cycleways. As I have mentioned previously, I know of a number of these where one hardly see a cyclist using these multi million dollar public amenities.

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

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

Not solid, most based on flawed ideology

Road need maintenance.

priorities are stated without clarity

as above. Focus should be on flooding & climate change readiness

ok

Pretty vague and generic. Let's have some concrete proposals.

I support the 10-year plan

Please repair the parks and walkways which were damaged during the floods of 2023 and build climate resilience such as stormwater drains.

It's a changing suburb and we need the facilities and infrastructure to support the growing population and diversity
As long as we are "doing better" for the community is actually the motive, rather than "doing better" financially by cutting services the community desperately needs just because everything is financially super tight. Then I support it.
Improve lighting in park, Keith Hay Park as one side dark which is a safety issue. Illegal dumping across Mt Roskill school hockey turf, install cameras to fine a few for this behaviour to stop
Focus on climate resilience, environmental restoration and cycling and walking options.
Achievable
Much of this board is easily within cycle distance of the CBD, if there was adequate safe and separated cycling infrastructure. The cycle path that goes along SH20 and meets with SH16 is not well utilised as it is not a direct path to the CBD. A temporary installation of protected bike lanes using planter boxes could be trialed on Dominion Road to make a more direct route, Local small businesses help to shape a community and sense of place, and complement Auckland's densification goals. More independent food stores would be great.
Could do with a rethink as some look less important than others.
as said above
Absolutely useless
Better public transport planning and investment required to connect with Onehunga, Newmarket, and CBD.
Remove the fluff. No-one uses local groups. Spend on facilities maintenance.
Better children facilities and parks, good bus transportation, upgrade to intermediate and high schools for existing primary schools
Fix the footpaths so people can walk and stop wasting money on useless cycleways.
Generally supportive.
These are very poor. You've included goals which are outside of your control, why bother even having these in there? Your advocacy for working with the likes of Kāinga Ora and Fletcher should be a given for your roles, why are these called out in such an important document. Your focus is very poor.
upgrade infrastructure to avoid flooding and upgrade emergency response system in the event of disasters, reduce carbon emission in a cost effective way
Can be done better. The problem with these 10 year plans are the creators of these plans do not really have the long distance vision to create a really long term plan..
Nothing stands out.
I like the environmental thoughts and programmes.
Not too sure.
From the 10 year local board plan appears to be little investment in the Hillsborough community.
Overall good to go ahead
Working with the parks team/Manukau Harbour forum to make all the boat ramps on the Manukau all tide boat ramps.
Not very impressed, see above
improved playgrounds. reopen closed ones. Improve Royal Oak and Onehunga.
Some of the priorities are irrelevant and wasteful
Not acceptable
thriving communities
It's too far ahead to look at while we have current issues to contend with. Sure have a pipeline dream but make sure current initiatives are being met and future ones are achievable
I think the local board has the best interests of our neighborhood, and these plans should be considered the most important priorities.
Very little information provided on the reasons for some of the priorities and their implications in the document, so it's hard to form a view.
Poor
Very good. Well thought out and with good priorities.
Broadly correct, however Puketapapa is hugely underserved in terms of quality sports fields - especially floodlit ones. Given the demand these should be prioritised over items such as swimming pool extensions

<p>which are used by far less people. Sports fields also provide opportunities for waking when not in use so have a double effect on Local Board priorities.</p>
<p>sounds about right for most points. Need to look at moving valuable assets to areas that are less/not flood prone. Cameron pools is in a too flood prone area as it waikowhai intermediate school. Climate change will exacerbate weather extremes - need to look at managed retreat rather than repairs to existing damage.</p>
<p>Key focuses on business and community. Also supports multiple modes of transport. Also a focus on tired community facilities is much needed.</p>
<p>I'm proud of the priorities proposed by our local board and am disappointed in the city council starving it of funding to protect the wealthy landowners from rate increases</p>
<p>I think it's very challenging for the board right now because so much of the funding you need for repairs of flood damage is centrally funded. I encourage you to advocate for the investment your area will need. I am quite considered that as the population grows in the Board due to major new developments we will soon start to have congestion issues on main roads like Mt Eden and Dominion Road and the Waterview motorway. Advocating for better bus services and cycleways might help, but I appreciate it's beyond the ability of the board to fund these.</p>
<p>See above</p>
<p>There are a number of priorities that are inappropriate in the current economic climate where funding is tight and there is a critical need to think carefully about where money is spent. I do not support the following priorities:</p> <ul style="list-style-type: none"> - support our communities of greatest need and celebrating our cultural diversity - this is too high level with no quantifiable benefit and no objective way to assess whether funding any particular initiative in this area was an appropriate fit - work with Kāinga Ora and Fletcher Living, so that our growing neighbourhoods are well planned, built and serviced - this must not take up any funding from the local board. It is up to these organisations to ensure they deliver a fit for purpose project without funding inputs from the local board - Support a range of accessible transport options that are easy to find and use invest in climate action initiatives and restore our streams and the Manukau Harbour coastline - what transport options is a local board expected to fund and why? Climate action initiatives are far too often based on ideology rather than facts so it is hard to objectively quantify any benefits from the expense incurred.
<p>Climate change and sustainability initiatives should be a high priority. Would also be good to see some street clean-ups funded by the local board e.g. down Dominion Road.</p>
<p>Stop building houses, and changing our areas by having apartments everywhere. Our residential areas are already feeling the negative effects of these infrastructural changes and community changes. It would be great if the board could focus on upkeeping and beautifying our communities and looking after the beautiful areas and protecting our heritage. The heritage buildings and the old houses in the residential streets are what make MT Eden, Mt Albert, and Mt Roskill a special part of Auckland and why people chose to live there in the first place. If we wanted to live somewhere with apartments and the same new developments we would move to somewhere else.</p>
<p>These priorities are airy fairy and don't actually say what they mean or how they will be achieved. What does local leadership even mean? Who are local leaders? Who decides who they are?? Never heard of this as a resident.</p> <p>Why is healthy waters not sorting out the huge areas of Roskill/Wesley that flooded?? Just because it's KO housing, the council doesn't help the houses there? Seems unjust. The area up river of Mount Roskill War Memorial that flooded very badly should not be housing - it should have never been housing. It needs to be a park asap to protect people.</p> <p>Walking and cycling - yes. More cycle lanes that aren't shared please!! Cycling on a share footpath isn't an efficient way to get around unless you're a school kid.</p>
<p>I support whichever option is most likely to have the best outcome for the most vulnerable Aucklanders and the environment.</p>
<p>no</p>
<p>no</p>

Regional Questions

Q1 – Overall Direction Pay more Comments
More funding for fire response and public health care. or take funding from less important things and divert it.
Not acceptable to pay more for Aucklanders in this current crisis and will be wasted on ideological endeavours rather than needs anyway
Cut council's waste. Restructuring council members.
Maintain roads, Donovan road needs repairs
Cycleways
Think about what you can do for the nation, not what the nation for you. Tax payers have been paying for every cent of what the Council asks for decades, yet they face huge increases the whole time. Contractors can raise their prices, but you as the country's prominent buyer, certainly has the right to review your choices of contractors! None of the councillors were elected by tax payers for the purpose of raising rates, but you all did that to let us down, that is, you keep raising the rates when every cent of rates has been paid! Raise the rates during NZ's biggest inflation? Are you humans?
beat the ***** out of Wayne Brown
Protect marine environments by making ALL coastal regional parks marine reserves.
Flooding protection, climate change prep
take control of Auckland Transport, and have GST on Council Rates & Services passed back to council for Council use.
No I would like council to reduce overall council admin overheads, reduce high salary caps, reduce long term consultants, unnecessary overseas travels. This would be the first thing any business would look into is reducing its own internal expense which is not mentioned anyway above.
No. If more is needed, borrow, so that the cost of any major projects is spread over 20-30 years. We must upgrade all public transport.
Raised crossings and dedicated cycle paths.
Maintain roads without potholes. Repair parks and walkways - such as Waikowhai park and Cape Horn walkway in Mount Roskill. Minimize future stormwater flooding and damage and protect waterways. Build robust water supply from WaterCare
Light rail
More public transport and bike based transport improvements
Security is a MUST, safety is the first
More bus and cycle lanes, more of the time.
I think that the Auckland council needs to think long term. We need to be thinking about the kind of city that our children will want to live in. We can't keep expanding outwards, we need to be fiscally responsible and intensify the population in the area that we currently have. We need to design the new communities around engagement and social life. Create space for people to thrive. We also need to plan for ocean rise. Let's not just blindly wait for that to happen.
Environmental protections
A roll out a proper city-wide bike network and a real bus-rapid-transit network, so that we can stop reduce traffic and emissions.
All of the above
CYCLING LANES!!!!!!!!!!!!
I think mental health and community building is really important. We are facing a loneliness epidemic and night classes etc can be really imp
Continue the light rail project which connects to the airport. A separated or bollard-protected bike lane down dominion road. A lane across the harbour bridge converted to a bike/walking/jogging lane, with bike path connections on the North Shore.

Investigation into new train corridors. The Busways are a good intermediate solution, but a train line has more scope for growth and has lower operating costs over a lifetime.
Mage public transport & non-car usage easier, cheaper and more accessible. More user pays for heavy vehicle use on Auckland roads.
None
Nothing
Deliver better outcomes for Māori, by Māori/mana whenua/mātāwaka. Get Councilor's to understand the need to upskill better about te ao Māori rather than tick-boxing their way through their foci.
Stop ripping off the house owners.
Do your job first and stop raising more money from us
Natural disaster respnses
Yes, protecting and restoring our natural environment.
Capital investment into public transport, roading maintenance, and also investment into further parks that promote environmental restoration.
Lowering rates and taxes will enable people to spend more and encourage them to visit and holiday locally. People are struggling financially, especially since we have just come out of a pandemic. Everything has gone up in price utilities, rates, taxes, insurance, food, gas etc etc etc
Transportation
No, Do less
Faster delivery of a Complete active travel network.
I am not prepared to pay more. The current council rates are shocking and still Auckland Council have the gut to increase further? I believe that whatever council is earning now is sufficient for delivering excellent services to Aucklanders if there's no mismanagement or unnecessary spendings! Fu er I tax taken away and now want to punish us another way! Shame on Auckland Council!
Reduce reliance on private consultancies. Bring these functions in house. Remove the comms team completely. It's not required. Send out a pamphlet. Stop branding and website upgrades etc unless critical.
Improved public transport - more buses and trains, more often, clearer routes. Better management of water are - improved maintenance, reduce waste
Not at all
Build more highways and public transportation
While you have only allowed feedback on what we think the money should go to, you have not given the option of the council's soft saving by cutting the cream of the top, non business essential travels, expenses by top paying executives. Homeowners shouldn't be paying for non business critical expenses which the top execs happy do when our city is in the suits ime flood, storms.
Auckland Council (since becoming one Council), has provided less with rates increases. The fact that one of the key drivers of one Council was one decision-making entity with lower overheads I.e one executive team and no duplication of corporate functions. However, this has not been the case! Poor decision-making throughout. What has been publicised around zebra crossing costs and building something one day then restarting because it didn't work (wastage), who is keeping Auckland Transport accountable? There has to be some accountability for ratepayer money spending!
No
They don't do anything now so NO!!!
We could afford more taxes, as we are not getting payrise more than 2.5% a year. We should get atleast a payrise of 15% to cop up with the higher rates etc.
Better public transport. Reduction of private vehicles in city.
Fund more free public and community events.
Nothing -as Auckland cou cilshould reduce their number of staff
not applicable
No - deliver the same for no more cost. You are charging more rates and have more ratepayers than ever before for providing less services you selfish greedy entity.
Mayor Brown steps down
Yes, pls do more of cutting auckland council staff's payment, especially middle and high level staff.

Do not rise the rates and do your ***** within current rates
Council "NEEDS" an full-noise external review of all aspects of its operation.
The underlying and target focus should be on "least of anything/all is best".
The obvious reason/s for that are: -
1 Anything a council does is very costly
2 To many "profit" from expanding the budget/scale etc of Council e.g. bigger department budget and or more staff etc = more pay for self
3 All budgets must start at "nil" every year i.e. they must be verified and affirmed from the first \$1 each year. The absolute need for this is to eliminate the Bura-rat "ratchet" policy on budgeting i.e. last year + CPI + any/all creative schemes dreamed up...
4 Recognition that the average NZ LG is some 22-35% inefficient/excess costs every day of every year.
5 Adoption of full accountability and transparency to the community, in doing so you will find many things will be revealed that Council staff will not want you to know/see/change.
6 Bura-rats will always say "that will affect services..." or something of that nature. You need to ask "What affect..." i.e. details. HINT: - if they give you a standard, off the cuff generic answer then it is BS. You need to and must force the issue to obtain a full and detailed explanation to realistically justify a spend, any spend...
Developing cycle lanes and public transport infrastructure.
subsidised and more frequent public transport
Do more with less cost, be more cost effective and efficient
Improve public transport by upgrading bus stops, train stations. increase the frequency of certain buses. that means we get more for the High fares we need to pay.
You are anyway already sucking out more than enough money from ratepayers to cover up for your own shortcomings in council governance. Stop this approach and get on with making your own administration more robust, accountable and efficient. Currently you display none of these three essential qualities. Every year you say you will keep rates rise low for the next few years, but strangely come out with a new 10 year plan that provides new excuses for increasing rates way beyond the earlier promised cap in increase. This is called dubious approach and you should stop it forthwith.
no
Already we are feeling tight budget and inflation
Fix sewage infrastructure so we don't have a polluted harbour. Create a MUCH larger marine reserve in Waitemata so marine life can regenerate and halt degradation.
Providing and maintaining community resources including sport and recreation facilities and regional parks and green space, addressing climate change and sustainability must be priorities
Nothing
The light rail is something that I strongly support and would like to see. More money spent on public transport would be beneficial for Auckland. Bike to work schemes
More arts and cultural events more community resources such as CAB, more community health events
Reduce congestion
No.
Services and facilities for the disabled at events and transport hubs
Please make buses cheaper
nothing
No, this would only result in more incompetent spending
I would like to see Auckland Council investing more in public transport. Projects such as the Auckland Light Rail should be brought back to increase the flow of public transport and reduce the public's requirement for a personal motor vehicle.
Initiatives that deliver real value to Auckland today and tomorrow. Some regional councils are encouraging age-friendly housing design by removing resource consent contributions for new housing.
I'd also be willing to subsidize cheaper PT for the under 25's BUT I'd like better security from AT as current AT processes are open to abuse and +25's able to benefit.
Funding for
Just keeping the community as safe as possible as no increase of income should substitute for that.

Better Infrastructure and world class reliable public transport, facilities.
Everything - these are all essential services, and it is an INVESTMENT in Auckland. Cutting costs in the short term is expensive in the long term!
Make all the boat ramps in the Manukau Harbour all tide boat ramps.
Basically tidy Auckland up, its becoming scruffy with all the cuts in budget
Creating greater cycle networks Buying a greater share of assets in essential infrastructure, such as Auckland Airport.
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
More safe cycleways and public transport.
I support further investment into a surface light rail rapid transit network starting with a route from the City Centre to Mt Roskill, and then further expansion to Onehunga, Māngere and other transport corridors such as the North-Western and Northern corridor. Any busway development along the North-Western corridor should be future-proofed for surface light rail upgrades. Consistent work over the last decade, reflected in Auckland Transport's Auckland Rapid Transit Pathway 2023 report, has shown that to effectively address Auckland's congestion issues we cannot rely solely on a bus network. The busiest bus corridors in our city are already reaching capacity, and the long-term plan should reflect that reality.
No.
Law and Order (Police). Crime Regulation
I would like more investment in public transport, especially a SURFACE light rail to replace the heaving bus routes and transport links in and out of the city. I was extremely excited when I first heard about the plan to rebuild the light rail route to Mt Roskill after having lived in Melbourne for nearly 8 years and getting used to something functional, regular and extremely beneficial to local businesses, bars and restaurants.
I support further investment into a surface light rail rapid transit network starting with a route from the City Centre to Mt Roskill, and then further expansion to Onehunga, Māngere and other transport corridors such as the North-Western and Northern corridor. Any busway development along the North-Western corridor should be future-proofed for surface light rail upgrades. Consistent work over the last decade, reflected in Auckland Transport's Auckland Rapid Transit Pathway 2023 report, has shown that to effectively address Auckland's congestion issues we cannot rely solely on a bus network. The busiest bus corridors in our city are already reaching capacity, and the long-term plan should reflect that reality.
Additionally, I support Auckland controlling its own transport priorities. An "Auckland Deal" provides the means for central government to support Auckland Council's priorities, rather than the other way around. A surface light rail network would provide opportunities for growth, development, and productivity in the city. I believe this should be included in the "Auckland Deal" with central government. I urge Auckland Council and the Mayor to make the development of a surface light rail network, starting with the City Centre to Mt Roskill line, a priority in such a deal.
Security cameras in each street curtail thefts & have robust system to catch break ins
More provision of public transport, including increased frequencies of routes, bus lanes and bus priority,
STOP SAYING PAY MORE. START SAYING DO AT LEAST AS WELL AS BEFORE AUCKLAND COUNCIL'S MISMANAGEMENT. REVERT TO THE PREVIOUS INDIVIDUAL COUNCILS AND AUCKLAND REGIONAL COUNCIL AS THIS UNSUPER AUCKLAND COUNCIL IS A THREATENING UNDER-ACHIEVING MONSTER. DO MUCH MORE FOR MUCH LESS COST. A MILLION MORE RATE PAYERS NOW FUNDING A MONSTER.
Stormwater structure improvement. More accessible transport for the general public
-Improve on Stormwater Improve transport (more accessible transport)
Improved water infrastructure, fix potholes and footpaths
Restore destroyed hiking trails and walking paths, for example Frederick St Reserve has been at least partially destroyed since 2019, now it is entirely closed. Increase affordable housing.
Lower our incredibly high rates that are driving people out of Auckland. Do this by FIRST slimming down the huge expenditure on staff, by cutting jobs and redeploying the work load onto remaining staff. Unpopular no doubt with staff, but then that's why we voted the new Mayor in!
in particular, I would pay more for a better public transport network. I think this would have the indirect effect of promoting city and local development and economic and cultural development as more people get out of their cars.
I live in Mount Roskill just off Dominion Road. I work in the city centre and catch the bus or cycle to work.

<p>Every day I am shocked how many people drive to the CBD along dominion road in cars (usually one person per car). I think the council (and central government!!!) should be doing all it can to encourage people to take public transport options. For this reason I strongly support further investment into a surface light rapid rail network starting with the city centre to Mount Roskill. I recognise this will cause disruption to businesses and local communities, however the potential gains to the community would be immense.</p> <p>I also support a max cost of \$50 per week on public transport. Cost is a factor that prevents some people from using public transport. However the negative health effects of an over-reliance on cars is clearly documented. congestion is also costly our city and people dearly.</p> <p>I also strongly support Auckland controlling its own transport priorities. I have been very impressed with Wayne Brown's advocacy for Auckland city and the way he has stood up to central government. I am angry that the government will not allow Auckland to gather revenue through a RFT to fund its own projects, yet is happy to increase fuel taxes country wide for its own roading projects. this is completely hypocritical and idiotic. I urge the mayor and the council to continue advocating for Auckland and to prioritise surface light rail.</p>
no
Generate money streams from every service provided to support that activity, will reduce funding required to run and maintain the place.
Everything needs high investment in infrastructure and improving the environment and communities of Auckland. Charge international visitors and immigrants to visit and to relocate here to live so they pay for the infrastructure and lifestyle that they come here for. New Zealand cannot afford to pay for it. The NZ dollar is not worth as much as other countries so NZ is a very cheap country to visit ie. their dollar goes further than ours.
Increased safety in public spaces.
Reduce by keeping check on your expenses Remove all Traffic Management companies Remove CEO s High paying management and employ more workers Improve AT Train services
Support community garden uptake through local boards to sustain these valuable community hubs
Expenditure - to reduce inflation quoting government organizations.
Facilities for homeless people or re education.
I would like Council to fully invest in our public infrastructures, community services, and environmental resilience. I want to live in an Auckland that has strong public services and a high quality natural and built environment.
No.
It would be great if you brought back some of the public rubbish bins at parks that were taken away. Also what can be done about cleaning our creeks as I've seen a huge amount of rubbish starting to fill them and it's getting disgusting to walk around. Maybe this could be where some of the public buns could be directed?
Public transport and roads. Welfare for immediate and emergency needs
More public transport, more efficient and more quickly repaired roads, and replace our rubbish bins in public spaces
More of Waste, stormwater management, more for parks and recreational activities, more funding for public event hosting to improve quality of life during stressful times
Nil
Transport initiatives including safe pedestrian and cycleways.
Continue to develop bike paths
Stormwater management to minimize flooding.
Effective local emergency plans Improving co-ordination and delivery of local services to people affected by emergency events.
Transport development, however what is proposed is enough under financial consideration of Puketapapa.
public transport improvements
safe road and community space
We cannot afford to have another event like Jan 23 floods - Auckland needs to be prepared so nobody loses their home or potentially loss of life. Paying extra to cover this would be an option but it needs to be carefully monitored to ensure the funds gathered are used just for this
Before cutting services please cut the wastage within the council. Council bought a leaky building when the existing building near Aotea square was good enough.How many people are paid \$200000 or more/ annum. What do they do to deserve this? AT builds and then removes (I can give examples)- how many

engineers,/planners are employed? Cut the jobs and get the long term planning sorted before asking rate payers to forego services . Look at cleansing within . This has gone on long enough and it is the rate payer who pays.
Keeping our parks and streets cleared of rubbish on a VERY regular service; provide more rubbish bins in parks so no rubbish is left flying around
Equitable public transport for South Auckland and climate resilience.
Auckland Council needs to do more to meet the goals of its Climate Plan and Transport Emissions Reduction Plan. The climate crisis is upon us and we need to focus on building our climate resilience across infrastructure and services.
Council should focus on core services and deliver these efficiently to ensure they are highly effective. Only once these core services of water, sewage, drainage, rubbish removal, public transport, community services everyone can access (not just those with enough money to access) should the council consider 'nice to have' amenities provided there is sufficient funds to do so without raising rates.
Increase accessibility and support for disabled communities. Public transport and safety improvements. Too many people die on our roads.
Public Transport (eg Light Rail, effective bus services.) I believe better public transport will encourage more people to use it (and while it is a fine balance to achieve) and reduce our reliability on our road network, allowing freight services to operate under higher efficiency and supporting the backbone of our city economy, giving everyone a way to get around on time and allowing goods and services to get to their destination on time, helping prevent lack of items.
I would prefer council to stick to traditional council matters and core services. On this, one area I'd like improving and more investment in is the maintenance of neighbourhoods. It used to be that the council maintained weed control and other general cleanliness on streets. Lately neighbourhoods and roads have begun to look shabby, I'm not talking about the berms which should continue to be maintained by private households but the proliferation of weeds growing in kerbs etc.
Train station in Roskill
Transport, especially trainline to the airport
Create safer and more expansive cycle ways, focus development on having more reliable public transport, especially for regions further out of the city, increasing pressure on landowners to create better living conditions for renters, and allow more funding to go into public libraries and council services to ensure more services.
Looking after Sports Fields in our Local Board Area
Have more green spaces/tree cover eg buying more park land
No
Flooding relief
Reinstate rubbish bins that have been removed, or at least some of them. More large events at Eden Park especially concerts that bring in revenue. More car parking -should not have sold Downtown car park and for the pitiful amount it was sold for
walking and cycling infrastructure
Stop wasting money. I.E. Central railway loop is a waste of rate payers money. focus on core amenities not vanity projects
transport
Transport
part of the major events funding should include increased public transport to/from events. infrastructure resilience and upgrade to support the intensification of housing.
So many people don't use the organic bin so why do they need to pay for them, those who want them so pay for them. Extra plastic bins given to those who don't use them are also not environmentally friendly
more care around natural new Zealand environment and connection to the land and its history, pre history and natural history. ensuring adequate standards of professionalism, health and safety are in all areas and developments from housing to roads Sports to participate in and watch
Improvements to local intersections to increase traffic capacity by adding lanes, changing light phasing or improved road markings. This should result in minor benefits without having to spend huge sums building motorways, and then finding feeder roads cannot cope anyway.
Cycle lanes

Rubbish collocation.
more rubbish collection
The maintenance of sports grounds (turf, astro-turf)and facilities (buildings, changing rooms).
Make all busses battery powered.
none
More on public transport investment to meet climate goals. Also better waste management processes. Also, adopt the use of sustainable materials and processes in all areas of the council's operations to lead by example.
nope
Do more but pay less
More and better public transport
Transport and Road
Long-term investment in public transport and alternative modes of transport. In particular reducing cars driving and parking on transport routes.
Spend more on counter-acting the effects of global warming - eg, congestion charges for the inner-city, more electric buses
Public transport
Bus lanes Cycle lanes Footpaths
I would like more investment into better public transport, walking and cycling. Also more investment into community development and environmental protection.
Look at impact spending such as park and ride stations that will make an immediate impact on reducing motorway and city traffic congestion.
Getting functioning transportation. The travel times for car travellers have doubled within the last couple of years. With the increased housing the roads for individual car travel are not sustainable
Public transport
Auckland feels like there is not much happening at some parts of the year - would be exciting to have more events and something exciting every now and then for the public.
Carbon emission reduction programmes. Cycling infrastructure. Low speed management in residential streets.
Make Auckland a green city - with better public transport & cycle options so people will get out of their cars ! Make it a safe city with storm water upgrades.
no
Better cycling infrastructure
Infrastructure development so that we can intensify housing
Improve walkways greenways cycle routes and paths.
I live in Mt Roskill, footpath needs repairing,
Do more does not equate to pay more for. I would like the rates we pay for are utilised effectively.
road
Wider water safety education to enable all children across Auckland to access this essential knowledge to keep them safer in, on and around the water.
no. no pay more thanks.
Better support for Maori outcomes, Public transport cap of \$50, congestion charges *IN CITY CENTRE ONLY*.
water
Taxes
Reduce Council spend as a result of Housing growth. make it a more User pays. Eg if you are developing more than 2 households per property then you need to fund fully the infrastructure associated with new multi-dwelling like multi-dweling buildings
no

Cycle ways. I cycle to work regularly and it is such a wonderful way to commute - more safe cycle ways will encourage more people to travel in this way.
No
Planting more trees and plants, more cycle ways. fix up storm damaged bush tracks and similar infrastructure.
Homeless
Enforcement action to reduce illegal dumping.
Fix the wastewater issue which we have in Auckland and do it. To communicate with communities and get feedback from the people.
<p>Investment in wellbeing programme</p> <p>Investing in social wellbeing programmes from council is important to the Asian and migrant community because it can help address the mental health and wellbeing needs of this community. Studies have shown that Asians and migrant populations, experience higher levels of mental distress and are less likely to access mental health services due to stigma and lack of awareness of available services. Additionally, these communities are more likely to experience loneliness, social rejection, and discrimination, which can further impact their mental health and wellbeing. Investing in social wellbeing programmes can help provide support and resources to address these issues and improve the overall wellbeing of these cohort. It can also help promote social inclusion and community connectedness, which are important for the mental health and wellbeing of individuals and communities.</p> <p>It's important not to underestimate the significant impact of community groups and their vital role in addressing the needs of their communities. While it's essential to balance the budget, it's equally crucial to support these groups to continue providing essential services to the people who need them. Many of these groups have worked hard to build trust within their communities, and funding cuts risk setting them back for at least 2 to 5 years, if not more. It's essential to recognize the time and effort that goes into building these groups and the trust of the communities they serve. Cutting funding may have a significant impact on their ability to recover and continue providing essential services.</p> <p>They are numerous benefits of community service. It emphasizes connects people to their community and helps them make a positive impact which can benefit an individual's mental and physical health, provide valuable career experience, and bring fun and fulfillment to communities.</p>
More enforcement of parking violations
Nothing
<p>(1) Overall Direction for the Long Term Plan</p> <p>Here you have asked which option do we prefer for the overall direction for council's Long Term Plan 2024/2034? (Do less (reduce council services/ investment), lower rates increases and less debt); Proceed with the central proposal; or Do more (increase council services/investment), with higher rates increases and more debt.</p> <p>We support the central proposal overall, but are opposed to discontinuing the Long Term Differential Strategy. In addition, we support that aspect of the Pay More, Get More Scenario to attract more visitors, bid for and host major events as well as supporting economic development activities. We wish to be assured Council is properly funding core infrastructure services.</p> <p>As set out in your Consultation Document, the services and activities provided for in the central proposal are a capital investment of \$39.3 billion and operating spending of \$72.0 billion over 10 years. The Consultation Document says this will strengthen Auckland's physical and financial resilience, while tackling some big budget challenges. We agree.</p> <p>Overall, the rates increases for the average value residential property will be: • 7.5 per cent in year one; • 3.5 per cent in year two; • 8 per cent in year three; and • no more than 3.5 per cent a year after that. We understand that rates for business properties will be around 1.5% higher for each of these periods. We note that this includes discontinuing the Long Term Differential Strategy, but your Consultation Document does not set out how continuing the Long Term Differential Strategy would affect these rate increases, especially for businesses.</p> <p>The central proposal also includes establishing the Auckland Future Fund using the Auckland International Airport shareholding and the proceeds of an operating lease of Port of Auckland, along with a \$50 million annual cost reduction target by year three for Auckland Council delivered services and a \$30 million asset recycling target per annum (\$300 million over 10 years).</p>

As we set out below, while we support establishing the Auckland Future Fund with the Auckland International Airport shareholding, we do not support an operating lease of Port of Auckland.

In terms of the need for efficiencies and savings, we believe there should be a sharper focus on finding savings from the management of contractors and consultants by the Auckland Council group. We support a budget package that sharply reduces Auckland Council's group operating costs.

We also support borrowing more than the planned 'less than 270 per cent' of group revenue.

And, while we support Council working with central government on new funding tools to enable more investment into visitor attraction and economic development activities (as set out in the central proposal), in the meantime, we ask that a budget for marketing Auckland internationally, to attract visitors, bid for and host major events as well as support economic development activities be prioritised (as set out in the Pay More, Get More Scenario). We are concerned that under the central proposal only the basic suite of events and minimum level of economic development projects will be delivered by Tātaki Auckland Unlimited. We also ask that the budget for local board funded events, local economic development and town centre re-generation be at least maintained, but preferably increased. These activities are not only what makes Auckland a 'fun' place to live in, but offer an economic lifeline to small businesses with increases in visitor numbers.

Higher development of brown field areas requires more and better parks. I would like to see parks addressed properly in brown field developer contributions.

Developer contributions should be higher in greenfield areas to make up for the huge amount of infrastructure required. Brown field development contributions should be going directly into the community the development is in.

More and better cycle lanes!! Get people off the roads on to bikes - people won't ride bikes until they're safe to use.

We need to protect our libraries and look to expand their reach and services - tool libraries etc.

Fix Auckland's waste-water and sewage problem,

Separating sewage from the stormwater drainage systems to protect our natural landscape and oceans.

There are things that can be done without paying more for. For example encouraging more to recycle, increasing the types of items that can be recycled or for those not collected by recycling bin, get more collection points available.

Public transport, walking and cycling.

My biggest concern is creating a livable, sustainable city for future generations. They should not have to pick up the tab for decades of underinvestment in critical infrastructure and urban development.

Public transport and bike lanes

Retaining and/or enhancing efficient community services to enable community connection, participation and belonging

Cycling, walking, waste reduction, support for libraries& activities.

No

Environment + regulation

Pay more to avoid more flooding, pay more to protect environment

No

Health sector needs more investment

transport - frequency public transport

no

Maintain rubbish bins and public toilets in the park

Maintain rubbish bins and public toilets in the park

maintain rubbish bins and public toilets in parks

Bring more efficiency to allocation of funds

Maintain rubbish bins and toilets in parks

support local iwi and indigenous groups

Added bus routes from New Lynn to Three Kings to Onehunga

(ineligible)
don't know
No
no
no
diversification, houses, charity
Improving resources and management in low socio community i.e. Parks, Reserves, bus route, more cultural social endorsements in the community - health initiatives, upgrading ecosystem
no
No i dont think so
Stormwater upgrades- policing of littler especially shopping trolleys (a recovery fine)
No i don't think so
no
i dont think so
No i dont think so
more electric buses
work more on roads and public transport.
make the streets wider
more student support
Fight crime, robbery, strictly.
Medicine and Health.
Protect natural environment
Increase safety protection service and let citizens less worried
increase New Lynn route via Onehunga to Otahuhu. East West state line.
Urban infrastructure: Public transportation
Education, public security
no
I don't know
<p>Dear Auckland Council,</p> <p>I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).</p> <p>I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.</p> <p>Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.</p> <p>I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.</p> <p>This should include: - A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector. - Pausing expensive and unnecessary marketing exercises and so-called “traffic calming measures” (such as unnecessary speed humps) by Auckland Transport. This money should be used to fix roads and maintain transport infrastructure. - Focusing on providing core council services such as effective waste management, public bins, and weekly rubbish collection.</p> <p>I also call on the Council to get smarter about infrastructure investment. I support the Mayor's proposed “Future Fund” and the proposal to lease Auckland Port's operations to an expert external operator while keeping the Port's land in ratepayers' hands and ringfencing that money to invest in infrastructure so that rates and debt are kept down.</p> <p>I endorse the submission of the Auckland Ratepayers' Alliance and back their vision of ‘Reasonable Rates, Sensible Spending in our Super City!’</p>
Vanessa note – the above comment was received 29 times and is a pro forma response from the Auckland Rate Payers Association members.

Q1 – Overall Direction Pay less Comments

Catering to peoples who don't need it.
No cycleways, no raised traffic crossings less ideological endeavours trying to manipulate Aucklanders to live as Council wants not how we want to.
Reduce AT spending on cycleways, hardly anyone uses them as an e.g. Tamaki drive I walk there everyday. Hardly see bikes a lot of bikes still use main road.
Cut you so called projects because that's where corruption lies. We've seen too much money wasted. You need to review your spending and choice of contractors before asking for more rates.
fire most of the office staff
Short term projects
Stop Auckland Transport, spending money on Speed Humps, and fix existing Roads. Once in a better position, review effectiveness of "speed humps". eg What is the cost benefit when calculating more CO2/Petrol usage, Repairs on vehicles (eg Brakes)/roads (damaging roads either side of humps), extra time delay, all due to these speedhumps. Raised pedestrian crossing next to schools, are OK.
Do not build or repair more stadiums and buildings of heritage or cultural significance. Sell stadiums and buildings which need major repair.
Sell the golf courses.
Less car-focused based roading improvements.
own and maintain pocket parks for the value of land, many of these could be sold for over \$1m with protections for the trees on them. this would maintain the green look, provide income and reduce maintenance costs for barely-used tiny parks. this is the only asset sales I would actually support.
Events can reduce, most of the Events are the worst that will increase the Traffic delay
Don't remove any more raised speed table pedestrian crossings. Less on-street parking on arterial roads.
Less mucking around. Work with other stakeholders. Don't just put in new footpaths in areas where they are getting redeveloped and torn up a year later. If you start a project, finish it. Don't half finish a project and then disassemble it half way through. That's wasting money.
Reading and car projects, so do more public transport but less private.
Decrease the mayoral office's annual budget.
, Auckland Wayne Brown, Auckland Transport CEO and Team have totally ignored your instructions to have less pink cones on work sites. We have seen regularly, along with family and friends, virtually hundreds of pink cones and signs where they are definitely not required (where no one is working). Also, why on earth do they need to buffer trucks, one behind the other for safety. ACC is being ripped off by their contractors. Mr. Mayor please stop AT from creating more speed bumps as they are a waste of money (some streets have up to seven or more, what a load of rubbish as there are far cheaper means for safety. Mr. Mayor have a referendum on these subjects and you will find the majority think they are an eyesore and a pain for all drivers in Auckland. AT will also see that Aucklanders are sick and tired of their arrogance, and out of touch decisions..
Reduce AT spend, centralise procurement for all of ccos.
Golf courses.
Decrease initiatives not working (I.e unpopular events) and better canvassing and provision of events matching community needs, habits and wants
Less road infrastructure - we have enough land dedicated to car and truck transport. Trucking can be more efficient if active and public transport modes are prioritised, and car congestion reduced.
Less new roads.
Reduce the funding given to the community organizations.
Reduce rate bills
Ensure contracting is delivered through a fit-for-purpose framework, that focusses on the outputs aligned with outcomes.
Not so many Signs
public transport. Most of the land in Auckland is private. due to the natural condition of the city. there's nothing much that can help. Unless cut the residence column. Also, the construction process is way too slow. just do the regular maintenance.

Reduce council staff
Do your job first and stop raising more money from us
Develop urban regeneration
Decreasing bureaucratic processes - Building consent and resource consents take too long, There needs to be a focus on pragmatism and the overall goal of any job - as opposed to paying consultants or administrative staff to tick boxes.
They are already doing very little - the floods have been long gone, and there are local areas where fallen trees has still to be removed.
Reduce staff numbers working in Auckland Council. Reduce mayor's salary - depends on if he can do a good job. Reduce unnecessary road works. Review all Council construction contract to see if council have paid too high.
Don't do any new plans. Especially cycle lanes etc it;s just waste of money
Targeted rates for lobbying organisations like heart of the city.
See above
Automate processes. Reduce staff.
Put in basic roundabouts at intersections instead of traffic lights.
Yes, stop wasting money on contractors and sub-contractors and go for open tenders or look for other cheaper services, look for cheaper outsourcing options and options for reduce costs for opex
Cancel the highway congestion fee. The current congestion cannot be solved by paying congestion fees.
<p>Here are my suggestions that the council rates should NOT increase at all</p> <ul style="list-style-type: none"> • Reduce the positions of executives, mid management to 50% including wages that do not fit the role e.g. \$22m for an executive when it can be used for many small projects • Bring back the local councils, like Birkenhead council and let them manage their own area – big does not mean good, and Auckland council has not made much contribution in our area. These are the ideas of councils prior to the merge. It is all about one big council having a big ego and control, and is poor in managing money • The increase in rates is not justifiable at all when we have to pay to get rid of rubbish. Other international councils I personally know pay less than what Auckland council charges and owners still have access to facilities that are part of the rates. • Council plant so many trees on land that they don't look after – the rule should be if council plants it, council needs to look after it, including grass areas in front of property Reason: Council does not permit anyone to plant on their land yet they make owners mow their lawns. Has council ever thought of cutting the lawns of owners on land that they don't own??? • Council needs to remove the ongoing meetings as a waste of time. Meetings should be held to a minimum with some actions of progress. Councils must be accountable. Like lots of companies, sit to waste time with no progress. Anyone would consider that as wage theft - wages as a result of owners paying Council bills Council contracts needs to be audited and contracts needs a timeline and price. A law should be made where contracts are set in stone. Contracts such as building of infrastructure are blown out of budget. Reason, council like anyone forming a contract are led to believe (or do not have the ability to negotiate nor have expertise) that a certain road can be built for e.g. \$10b when the actual cost is \$25b. To win the contract, Contractors under-price the work at \$10b knowing that it is \$25b so they extend the timeline of completion, using tax-payers money to fund council's incompetence. Is that project management or is it using taxpayers money to fund a forever moving goal post of ideas and filling the Contractors pockets??? • Council needs to make laws to produce packaging that can be recycled and not go to landfill. • Stop spraying properties with noxious grass by utilizing expensive and ineffective chemicals when alternate ideas from other countries have been successful • Remove the diesel/petrol lawn cutting mowers with battery robotic mowers • All projects whether it big or small should be passed through the public domain. It is after all, the public's money, not councils. Some projects are white elephants that have no incentives • Why do Councils get consultants to charge premium amounts (in millions) to get an opinion when they should be hiring people who have that expertise. • Council should promote use of stadium for international purposes to fund infrastructure • Rather than focusing on 1 major infrastructure as Sir Dove Myer Robinson suggested in the 1960s - 1970s - TRANSPORT, Council has come up with plans for the past 70 years of band-aid effects, lack foresight, knowing that in any city the population would increase and so would immigration. Why spend money on cycle lanes, speed bumps and endless cameras when a good magnetic operated train or electric train suffices

<p>• Northshore has never had a train system and the trains purchased are useless. What incentives is there for Northshore?? The old Birkenhead bus ran on its own for years and so did the Birkenhead council.</p>
<p>Stop paying for non critical business expenses like top executive salaries. How about show us where the soft savings are turned into hard savings. And us them to pay for essential services like our public transport, safer street I.e gang activities in manukau, CBD</p>
<p>Review staff on excessive salaries, number of CCOs that are just there for name and half empty council buildings that is costing ratepayers an arm and a leg with no benefit.</p>
<p>Yes, focus only on transport, water, waste water. STOP all spending on optional services pools, parks, library's, community centres</p>
<p>Too many council staff to be cut down, too many staff at Britomart standing there doing nothing. The mayor to have a pay decrease, and their staff. Sort out inflation, cost of living is too expensive</p>
<p>The Council have done absolutely nothing for Three Kings in the 25 years I have lived here. Our street (Dornwell Road) has footpaths so old and overgrown with grass etc that everyone with pushchairs, wheelchairs, walkers etc have to walk on the road. As I feel we pay rates for absolutely no services I'd rather see Auckland Council actually do things that they should be doing rather than pandering to minority groups with cultural events, gay parades etc.</p>
<p>Build a huge sports stadium.</p>
<p>Stop wasting our money on unnecessary expenses on roads</p>
<p>No, parts of council such as Auckland Transport already do a poor job with what they have. Watercare is another example, with costly third party contractors making our roads clogged with works that last past their due date.</p>
<p>Yes, stop wasting money on cycle lanes, speed bumps, resealing roads that don't need it, just Auckland Transport in general is a huge waste of money. Stop selling assets</p>
<p>Mayor steps down</p>
<p>Yes, pls make sure council staff have less payment because of they do nothing rather than than having more and more money from taxpayer, hopeless they are.</p>
<p>Do not rise the rates and do your ***** within current rates</p>
<p>Get it done.</p>
<p>Do more with less cost, be most cost effective and efficient</p>
<p>Road safety upgrades. Less spending on things like speed bumps, raised crossings which are costing too much. Less on cycle lanes that makes roads narrow and hard to drive.</p>
<p>Show "less inefficiency" within your council setup</p>
<p>Reduce park and cultural prigrammes</p>
<p>Less fancy lighting and expensive paving, Trim the multiple management layers in Council and AT and pay the experts better so we retain them and don't need to pay so many consultants. Don't waste money trying to relocate a port that has no other financially realistic options. Rationalise money to multiple community organisations with overlapping functions - get them to combine resources. What is the actual target to "increase Maori outcomes"? What is actually being achieved? Target poverty instead of promoting racial bias.</p>
<p>Nil</p>
<p>Spend less and be more effective. Other countries like Singapore, Australia achieve a lot more in less budget. Bring overseas team to oversee the transport projects, as they are more efficient.</p>
<p>No. I think aren't doing enough.</p>
<p>Environmental improvements can be halted for the short term</p>
<p>No.</p>
<p>Less toll booths and speed cameras in inopportune places.</p>
<p>Infrastructure construction should learn more from China, especially in terms of speed and efficiency, and abandon some projects that take too long. We don't want to pay for the consequences of abnormal time consumption.</p>
<p>everything</p>
<p>Less Library hours, close quiet libraries</p>

almost everything. You need to free up the roads. Remove wasteful spending on road humps, cycleways busways
I would like to see the Auckland council investing less in police and prison initiatives. Instead, relocating that funding to public welfare, community outreach, creating more affordable housing and other initiatives that are directly linked with the improvement of well-being for all those residing within Tamaki Makaurau.
Reduce number of local board representation as it delivers negligible value. Ensure AT & Panuku deliver value based on business case not ideology. Both organizations are too loose in spending v value delivered.
Less committees that aren't super impactful to the community.
Less Spending where it's not required.,
Absolutely not. These are all essential services, and investing in them will help Auckland & Aucklanders to prosper, giving a better financial base for the future.
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
Less greenfield development on the city fringe. It is expensive and causing transport and infrastructure issues. Would prefer more brownfields developments within the existing town centers.
Real estate
roads & footpaths
I am not willing to sacrifice anything in order to pay less in rates.
Less overheads. Cost consultant needed as too many staff are untrained for the position and some positions and activities are unnecessary.
Reduce regional events
Less rates
Reduce regional programmes/events
Less cycleways for recreational use (or defer some of the changes) Less measures to slow traffic Less funding of cultural events
Less corporate handouts.
Less staff, as discussed above!
no
no
No free service , minimum charges, like usage for sporting facilities, swimming pool and gym, and other venues
No.
Less involvement in traffic management and control.
Organize volunteers to do council work on the weekends or get sponsorships from wealthy companies to pay for services Thank them by displaying their name prominently on the grounds parks and other public places Give awards to enhance their success in helping the councils
Less economic development funding
less events - open it up to free market operators.
Roadwork.
No.
Force further collaboration of agencies and create oversight to ensure it happens so that Council, Government, and CCO's are collaborating on projects such as roading, building, and transport plans.
Less of road construction and urban planning.
Nil
pause the big arena projects
climate change initiative
Need to continue with current plan - Auckland streets are looking pretty unsightly with no weed killers or street sweepers out to keep it clean. Perhaps privatize some works?
Stop messing around with suburban shopping areas, realigning the road lanes, trying to make the footpaths wider etc. Mt Albert and Mt Roskill have NOT been improved with the recent so called refurbishments. Talk to the shop/building owners, and ask that they keep their windows clean, their buildings in good order, and fresh paint work, this would encourage more customers than wider footpaths.

Do not change the urban density settings to satisfy the middle-class and rich nimbys.
I think Council needs to show leadership around keeping our city as compact as possible and thus avoiding housing to be enabled at the edges of the city. Council needs to support a lower carbon future, a stronger economy and excellent services for Aucklanders. We need density done well in our urban areas and central suburbs, rather than significant housing developments on the very edges of the city.
High profile, high cost venues that impose costs that seem to mean that core services are reduced or that some parts of Auckland get poor service.
Funding for major events - a lot of the time this results in environmental damage, and doesn't really help the people that actually need it. Upgrades to roading.
I would prefer council to stick to traditional council matters and core services, but refrain from ideological narratives which are not the purview of the council. As such I'd like much less spend on unnecessary ideological matters. I'd also prefer to have less services devolved to unelected boards/CCOs who are not accountable to rate payers and whom we can't vote out if they stray from our expectations. An example being the proliferation of unnecessary raised pedestrian crossings and why basic infrastructure like crossings costs so much more and longer to out in than it used to. In my area Border Road, Henderson, has been inundated with traffic cones and one lane traffic on a main thoroughfare for years. Often there were no works occurring yet we still had one lane and little movement in works with timeframes for conclusion continually shifted, this is not good enough and delays increase costs. In the same way that households across the region are having to tighten their belts, I expect the council to trim programmes/services that don't represent good value.
Stop caused pedestrian crossing out proposed traffic light installation especially in outer areas.
Parks and recreation centre, we already have lots
Reduce domestic rubbish and recycling collections by half i.e domestic rubbish collection two weekly and recycling collection once a month (12 collections a year).
Natural environment stuff can wait a couple of years, city centre regeneration is irrelevant to me, cultural events can be funded by the people that want them.
DON'T DO LESS! Just action supervision of Council staff responsible for keeping parks and environment clean and tidy and get a decent result for money spent .
Random road cleanups
Reduce rubbish collection (non organic) to fortnightly instead of weekly. Reduce Council executives salaries. Less bike lanes.
N/A
Spending money needlessly
Cycle lanes
how much monetary support is given for major events - the money for this should be collected from a more targeted group. Someone in the outer suburbs may not benefit at all from a major event in down town that is attended by tourists or those with means.
Stop wasting money on unnecessary road projects like speed bumps, breaking and redoing footpaths and pedestrian crossings, unnecessary cycle ways that no one uses or not used by many, stop wasting money on things that don't need to be done then redo them
Stop building speed bumps, instead improve signage and road markings around crossings. Less fancy cycle lanes and more simple cycle routes
new roads
Rates
no
bring down gas price
less fuel, less tax on fuel, less fine
Less consulting and wasteful spending on overpriced resources.
nope
less innovation but do more and pay less
Lower salary to top Council employees, less fees for external consultants
No
I'd like to pay our mayor less
Ensure roading is managed in a way that the same sections of road do not need to be repeatedly relaid

New roads
Less gold plating
<p>I would like Council to look at options to save money. For example, instead of giving various golf courses cheap leases to public land, the Council could instead make them pay a commercial rent for their land. If the golf courses can't afford to pay the same rates as a business then Council should consider alternative uses of those sites. For example, they could sell part of the sites to generate revenue and work with developers through a Master Plan process to provide new affordable housing while still including some provision for a smaller green space.</p> <p>Council should stop enabling housing at the edge of the city where there is no infrastructure. We need a compact city to grow a strong economy, a lower carbon future and better services for residents.</p> <p>Auckland Council could do more to ensure compliance with existing bylaws, including proactive measurement and management of noise, pollution and anti-social behaviour. Do more to realise the Auckland Climate Plan and Transport Emissions Reduction Plan. Do more to improve community resilience, by investing in planning and infrastructure, and building community networks.</p>
Making more roads. This hasn't worked b4 in auckland or elsewhere in the world
Waste money on consultants. Do a proper feasibility study before wasting money on projects which are stopped in the middle after spending time and money on them. Don't use consultants to do the feasibility study, you have enough highly paid employees to deliver them. Use your staff effectively, monitor their performance and take them to task for non-performance.
Green (food)waste recycling. All our food waste is composted, we do not require a green bin nor '\$70 charge to our rates for a service we do not use. Suggest a user pays for those Auckland Resident that do have food waste.
everything other than core services, reduce staff, tighten council belts just as the rest of us have to at the moment, people cannot afford to be an open cheque book for council, we have limited funds.
Less staff so money can e used somewhere else
Reduce the number of cones and road works around Auckland
no
less revenue collecting for the sake of wayne browns passion projects, less unnecessary road works
Put a stop to the building of cycle ways. Complete the bus lanes that have already been started. Stop any further plans for any more until we are financially able to. I am happy that the light rail project down Dominion rd never got off the planning stages. Surely a more efficient and cheaper option would be to develop a rail network via the Puhinui rail station out to the airport, instead of or in conjunction with the new bus corridor.
Fewer level crossings, sell unused assets/properties which are costing Council to maintain and own.
no
Taxes
Reduce spend on park management
<ul style="list-style-type: none"> - Investment in cycleways: despite AT's best efforts in recent years to heavily promote walking and cycling and to creatively report usage statistics of the delivered infrastructure, cycleways remain poorly utilised and are a massive waste of ratepayers' money. Cycleways are there for the use of a privileged few people and do not offer fair value to all Aucklanders. - Local board funding and oversight: it appears that local boards do not offer bang for buck in terms of their approach to using precious funding. There is very little visibility on their funding decisions (unless one digs into matters on one's own) due to very little press coverage. Residents often discover wasteful spend once money has been spent (such as renaming a local reserve to include a Maori name, which in itself is OK but not during the current cost of living crisis where this makes not one bit of difference to our lives). Hence, I support tightening the belt on local board funding. - Urban regeneration programme is well intended but has proven to be a highly irresponsible way to spend ratepayers' money. Funding seems to have been guided by a certain ideology, which has provided worse outcomes and until such time that this changes, this programme must be scaled back. - While I support the central proposal in the "Environment management and regulation" area, the RENH must be scaled back. Other ideological activities like "Maori-led community partnerships" are not reflective of our present day society. Unless there is empirical evidence for how community efforts offer better outcomes (and importantly, less waste of money) when they are Maori-led, community efforts must not be race dependent and risk alienating parts of our population. - In the "Council support" space, the review of partnerships with mana whenua iwi and Maori communities

must be brought forward and Maori outcome funding should not be increased as proposed in the central proposal. Except to the extent it is explicitly required in existing legislation, all funding allocation decisions should be made without consideration of race or religion.
parks and community
Reduce rubbish collection and use that to offset/reduce rates
No
Lanes
Spending too much money on useless road bumps that are then removed mere weeks later. Rate payers shouldnt have to front the cost for poor decision making and incredibly expensive road works
Less Auckland Transport, less carbon neutral, less focus on changing parks etc and more focus on what you can do to upkeep what is already there. Also, dont sell the council assets, and focus on keeping them. Stop building more houses and apartments and help to look after our beautiful old houses and upkeep the old areas. The areas of Auckland are changing and not the same. Please stop building 3 story or even any apartments, it is changing the nice areas of Auckland and not preserving what Auckland used to be like. (that needs to stop). Also focus on paying back our debt.
Less subsidising of public parking for commercial interests; less favouritism for leafy inner & rich suburbs
Nothing
Speed bumps. Cones.
Great Barrier island seems to get a huge amount of funding for a tiny tiny population?
less cultural centres, and less investment in major sporting events, for example financial help for Rugby or sailing
less creating of new projects and new council companies. it is imperative to pay Auckland City's debt, Creating a new Auckland Futures Fund is jargon for a very costly exercise.... money that could be used to pay some of the debt accrued.
Less roads and car dependency. The obsession with roads at the expense of public space, transport options, active and healthy modes of transport. I'm also skeptical of public-private partnerships which to make costs public while profits go to private businesses.
No
ommunity activty, school activities, public transport.
is good if the council make public transport faster and more reliable
Less parking ticket
Cheaper the better as cost of everything very high
no
Take food scrap bin away as don't use it been recycling/composting food scraps for two decades
Take food scrap bin away as don't use it been recycling food scraps for two decades
take food scrap bins away as don't use it. I have been recycling/composting food scraps for two decades
No cycling and remove congestion on road
Take food scrap bins away as don't need been recycling/composting for at two decades
giving investors and real estate less power
don't know
No
do less roadworks
no
less on functions and events
no
It would be the best for some area, not to pay for the rubbish label.
Do not sell airport shares or divest port ownership and property. These are long term investments in the life and prosperity of the city and should not be sold to solve short term issues. Control these, influence the city's economy
Not to pay for the rubbish label
no

Not to pay for the rubbish label
For some areas to pay for the rubbish label
car park time to do more time increase the time eg mall and hospitals.
less bus lane
idk
Too much road repairing
Accurate application of ACC applies only to cases that are truly caused by an accident. Thorough surveillance/investigation as possible
no
Less employer payment, so less rate
Unnecessary road work
Unnecessary road work
Reduce price for public transport
Public transport
Yes
Rates increase too much. Lower the rates.
<p>Dear Auckland Council,</p> <p>I am writing to provide feedback on the Mayor's proposed Long-Term Plan (10-Year Budget).</p> <p>I reject all three options for rate hikes – the most expensive of which would see a 38% increase over three years. Rates should be limited to inflation and the Council should cut its cloth to reflect the current economic circumstances facing Auckland ratepayers.</p> <p>Of the three options presented, my preferred option is lowest option – which is still much higher than inflation despite it being deceptively labelled the “pay less, get less” option.</p> <p>I strongly urge Councillors to explore ways of preventing rates increases over and above inflation by cutting back office and wasteful spending, reining in Council-Controlled Organisations, and reprioritising money spent on operations and staffing to capital and infrastructure investment.</p> <p>This should include:</p> <ul style="list-style-type: none"> - A hiring freeze on all non-essential roles until an independent review has been taken to address concerns of overstaffing and the salaries of council managers increasing much higher than those the private sector. - Pausing expensive and unnecessary marketing exercises

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

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

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

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

Q2 – Transport

Q2 – Transport Support all of the proposal
stop ;people driving one car with one passenger and force them into public transport
Raised pedestrian crossings are a menace and slow down emergency response times. In many places they are unnecessary.
Transport is important. Public transport even more so.
We need to keep improving it.
Sensible approach
This is ridiculous. The council should be doing these things anyway. It shouldn't be a "new" plan. Just do what you are paid for.
The regional fuel tax is the rest of the country petrol stations jumping and increasing their prices. It should be removed.
Too much money is spent on too few economic returns
Costs need to be capped like other international cities. Living inbtge suburbs though HUGE disparity in the PT offer and seems unfair we pay toward a vastly inferior service. Raised crossings are of value to the disabled community BUT fixation with speed humps beyond designated crossing currently is ridiculous. We have 8 speed humps up our under 300m of road!
Public transport is extremely important and especially in the city where there's a lot of congestion.
We need to fix our roads and also get more public transport, especially from more densely populated areas
Public transportation increase will decrease caron emission (Go Green)
Auckland traffic is terrible WE need more public transport options
I mostly support stopping previously-planned initiatives, such as some raised pedestrian crossings and cycleways. The ATA is out of control in terms of planning and effective execution. Demand that they show the value of a project first and the cost of it, before it is agreed to.

get Auckland moving smarter
National has given a gift to the citizens of Auckland so don't take this facility away.
Public transport is and has always been a mess. And now the western train line has delays during a school term? Which has never happened before. Line works has always been during school term breaks
Public transport, working alongside roading and alternative transport MUST be a key focus and priority for AT LEAST the next decade to ensure people can get where they need to go safely and cost-effectively. Otherwise, people will leave Auckland or be struggling to get to work and study.
I would like to get very good public road connectivity
Transport in NZ is of the least effective networks, very unreliable, driving factor of dissatisfaction within community.
I thrive reliability is one of the biggest issues right now, so it's great that this is improving.
road is important
These raised pedestrians, road cycle ways have been a major waste of council resource. It doesn't make sense to spend on the cycleways on busy roads when there is only a handful of bikes using it - Auckland is not a city like Malaysia for example where a bike is a common mode of transport - driving to work I would be lucky to see one bike on the road, and the infrastructure created to promote bike riding just hasn't work - you can't spend and expect the public to lap it happen - haven't see no positives for this waste of money - raised pedestrian crossings does nothing but slow traffic down.
On balance, given the funding availability, the proposal seems reasonable.
I think it is a good plan
Public transport has been neglected for too long. The raised pedestrian crossings are badly designed (too jarring) and far too numerous.
It seems that money spent now will save money in years to come.
A growing population puts pressure upon all transport modes. We must manage population growth.
It makes sense.
more and better public transport please
I think it is great to try and keep Auckland moving, get rid of the cycle lanes and the raised pedestrian crossing as the cost of these are exorbitant.
transport
Easy form of transportation
All the proposal seems good
We agree that a key priority for transport should be to make the most of council's existing assets and planned spend, including the council's significant investment in the City Rail Link (CRL) and other large rapid transit network projects. But we ask that all transport projects are planned and implemented in close collaboration with BIDS. A key concern we have is the disruption caused to business from transport developments, including often excessive temporary traffic management. We ask this to be addressed.
We support the particular focus on renewals and maintenance to ensure roads and other network assets are kept in good order and there be a total capital spend of \$13.4 billion for Auckland Transport to address these priorities. We also support a new focus on smaller-scale changes to more quickly improve performance of our roads and public transport services, including the provision of dynamic lanes and bus lanes.
Making public transport faster, more reliable and easier to use is also supported as is rapid transit investment, focused on busways (following the successful example of the Northern Busway). Transport investment for emissions reduction, such as the ongoing addition of electric vehicles to the bus and ferry fleets is also important to us. Getting more people on to public transport also helps reduce emissions.
Ensuring maximum value from every dollar spent is a given for us, as is driving efficiencies and managing operating costs.
One concern we have along with you is the recent government decision to cancel the regional fuel tax (RFT), ending the scheme four years early. We are concerned that this has resulted in a reduction in the level of investment in and re-prioritisation of transport projects in the Long Term Plan 2024/2034. We are keen to see the detailed plans for congestion charging/time of use charging so we can assess the implications for businesses.
Adding further complexity is the recent release of the draft Government Policy Statement on land transport 2024. In particular, this reintroduces the Roads of National Significance programme (including for Auckland,

Mill Road and the East West Link). The introduction of legislation for the fast tracking of consents for major infrastructure, including the Roads of National Significance and rapid transit projects, brings further opportunity, but an alignment of national and regional priorities needs to be established.
All of the above may make it easier and quicker to move around Auckland
According to your report Auckland's population is set to increase. We need more people using public transport or doing active transport so the increase in population does not result in worse traffic congestion.
According to your report Auckland's population is set to increase. We need more people using public transport or doing active transport so the increase in population does not result in worse traffic congestion.
I don't like going school late because of traffic
The plan sounds conservative and straight to the point
it sounds helpful and get to the point
Because they look good, and if the council make the transport faster and reliable that will be good for everyone.
Agree, please make public transport reliable, trying to encourage school children to catch the bus rather than drop off to avoid traffic,
ITS A GOOD ONE FOR AUCKLANDERS COZ IT EASY AND FAST FOR THOSE WHO USE PUBLIC TRANSPORT
ITS A GOOD ONE FOR THOSE WHO USE PUBLIC TRANSPORT
ITS A GOOD ONE FOR THOSE WHO USE PUBLIC TRANSPORTATION
ITS A GOOD ONE FOR AUCKLANDERS TO SUPPORT COZ ITS EASY AND FAST FOR THOSE WHO USE PUBLIC TRANSPORT
Because they will be less traffic
Less traffic and faster
because it will reduce the traffic germ
So they can be most trustworthy

Q2 – Transport
Support most of the proposal

could make more train tracks or underground.
Cycle ways and raised Speed breakers are an utter waste. Council and AT has ballooned with a lot of projects are going ahead just to use the budget not justifying the expenses.
For people to START to use PT they will HAVE to be incentivised. It has to be better than the alternative (most of which is private car). That should be the focus. Without people using PT, all of this is pointless
Cycle ways may be deferred to when we have better financial situation
No expensive underground railway system. More buses - especially double decker buses for peak hour travel.
I want to see work continue on walking and cycling projects
Need more bikes
I would still like the cycleways.
Hopefully after the construction, the traffic will not be delayed
I don't support stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.
If we don't get our public transport right, then we are going to keep making our city more congested, worse to drive in and more expensive to run. A better public transport system makes it more attractive to use. Dynamic lanes are smart. It's an extra lane of road for very little cost.
I support all of the public transport and organization optimization, but I do not support removing the fuel tax
I support all of the transport priorities except for stopping previously planned projects like raised pedestrian crossings and bike lanes. These are already glaringly missing from Auckland and you cancelling them now just puts the cost onto future generations. For example, the Great North Road corridor improvements in Grey Lynn are now up in the air after the RFT was cancelled. This project has overwhelming community support and would be a key cycling connector in an area where people do actually cycle. Plus the middle section of the wider project the Great North Road is part of (the inner west projects) has already been canned, so getting rid of two out of three sections would be a travesty for these community supported projects. Canning previously planned projects should not be on the cards. Debt levels in NZ local

governments are well below comparable international cities, and with the climate crisis charging ahead due to political inaction, now is the time to increase our city's debt to pay for emissions reducing projects like pedestrian crossings and cycleways.
Cycleways and safe walking areas are important in getting people out of cars, both for health & wellbeing and for the environment.
Should still be doing things
I strongly disagree with cancelling cycleways and pedestrian safety improvements.
More should be done to build infrastructure for both active and public transport modes. This would be the best way to invest in the future of our city, enabling it to support expected population growth. It also pairs well with the Auckland Unitary plan.
Infrastructure needs to improve. Less roads and more efficient public transportation.
You still need to do the raised pedestrian crossings and cycleways!
I want public transport improvement to be the priority, and I am also concerned about pedestrian and cycle safety.
Ferry decarbonisation gives very limited benefits to all. The only real benefits from ferry investment are for those from Waiheke. In all other senses there should be further state highway connections - expanded below.
Transport is such a pain in Auckland.
So much money has been spent already, it would be wasteful to stop now. However, you cannot keep taxing people who are struggling. You will end up with an ugly revolution.
Improve traffic!!
See above comments
Building bike lanes is an extremely cost-effective initiative. More bike lanes and a proper, connected network mean more people cycling, fewer driving. Fewer people driving means less money spent on road maintenance, as well as fewer car-related accidents to clean up.
I do not support reduction of cycle lanes nor do I support reducing raised pedestrian crossings.
A focus on an optimised transport system must be a priority to enabling better economic benefits to Aucklanders
Stop wasting money on public transport at the expense of drivers - see Meola road
I don't agree with scrapping cycle ways - we need to keep investing in these, even if at a reduced amount.
Council must eliminate is "polluting" policies of: - 1 Intentionally creating congestion 2 Eliminate bus lanes where they take away a public vehicle lane = causes the above. 3 Cycle lanes and other crazy nonsense of that nature all need to go 4 The "wonderments" of Council planning and thinking are clearly shown by the absolute mess and disaster in the CBD. The more bus lanes, cycle options, planter boxes and other wonderful creations (at a huge cost to ratepayers) are pointless/crazy. The impact on business, daily life, obstruction of entry/exit and so on adds considerably to the impact on businesses etc and they leave... they have left in mega-numbers... over the years. 5 Reinstate a simple concept... that even a pre-schooler can understand... car parks = more go there = more foot traffic = more customers = more shoppers = more sales = more jobs = more businesses = more growth and activity. Obviously, less carparks = means the opposite of the above happens.
The huge CBD cost for parking (primarily Wilsons) is massive and a huge deterrent to business/public in the CBD. Very obvious.
Evidence and proof, take a look at any shopping mall = all are very much successful... why? Look anywhere but the CBD, they have carparking available, plenty of it, it is free, why? They understand that if there are no shoppers = no sales = no rent.... basic isn't it!!!!
End result - idealism fails before it starts, the reality proves it.
Cycleways need to be developed, these initiatives should not be stopped
Disagree with stopping planned cycleways and raised crossings, these are needed for safety and shouldn't be a political decision. Sweating assets through dynamic lanes etc makes sense over investing in road widening,
Revisit light rail which had a positive business case. We have no world class transport from our airport to the city and rail is the obvious choice.

Efficient and sustainable public transport plus safe active modes should be top priorities
I like the making it easier to pay to use public transport. This has been a barrier for me to use public transport a few times. But we need more ways to get places quicker without a car. It is still mostly cheaper and faster to drive places (and in some cases pay for parking) that it is to take public transport. There is currently no incentive to take public transport. I also think money for the light rail should be included as I think this would change Auckland for the better.
I would like more to be spent on optimizing public transport.
The reduction of funding makes it possible to continue parts of the proposal only.
Build trams from Wynard quarter up queen street to the suburbs. Invest in new train lines, add more lanes to motorways, invest in ferries going to more and new locations
We need a world class reliable transport.
I don't think any of the plans should be stopped. Auckland Council has an excellent credit rating, which it should make use of to invest in the projects that have been identified.
I believe previously planned initiative, such as some raised pedestrian crossings and cycleways should continue.
I support these except the reduction in cycleways. They can be cheap and easy and help keep people safe.
I think the surface light rail down Dominion Rd will be a successful public transport project that the previous government squandered
Like flood destroyed a lot so need more ways to overcome these issues. More electric transport services for sustainability.
I think cycle ways are important and have significantly changed the character of the city.
There should be proper train system to cover all suburbs including Airport.
Proper train system connectivity all suburbs including airport.
I do not support stopping some previously planned initiatives like raised crossings and cycleways. These are critical safety improvements that are necessary to save injuries and lives. I support public transport improvements and network optimisation.
I'm not happy that 10% of the rates is going to be needed to operate the CRL.
I do not support stopping raised pedestrian crossings and cycleways. More walkable and bikeable cities means less traffic. More highways and roads means more traffic.
I support most of the proposal but I think there needs to be investment and commitment to a surface light rail. Anything short of this will not adequately address Auckland's congestion or future proof it, given Auckland's projected growth in these areas.
Transportation effectiveness is critical to Auckland current and future economic development.
I believe this is a good direction to start, however to make the most of our transport networks we need to invest more to make alternatives to driving easy, accessible and normalised. I want more investment in our public transport and cycling networks and programmes. I want my family to be able to get to school and work safely regardless of how they choose to travel.
Support public transport being more reliable and the introduction of capped weekly fares.
Cycleways should not be reduced. We need more, more, more. We need as many options as possible not to use cars and not to have to build more roads
Stopping cycleways plans, stopping raised pedestrian crossings is a good start. I don't understand how raised pedestrian crossings stops pedestrian crossing accidents, as by the time the car reaches the raised crossing, it is too late to slow down for pedestrians. A raised pipe type of traffic calming device a few meters from the approach of the crossing would slow a car down before it hits the crossing, and no need for a calming device on the exit side of the crossing. This would make it easier for busses, ambulances etc to negotiate the crossings.
On the whole, I support the proposal, however think that it's not necessary to cut some bus routes and reduce funding for safe walking and cycling. We need to continue the focus on reducing emissions while improving our transport networks. If we have less uptake of walking, cycling and public transport across Tāmaki, our transport system will be worse overall. What I do support is completing the City Rail Link, improving reliability of bus, rail and ferry networks, funding new cycleways and shared paths, 50% of electrified buses by 2030, and a weekly \$50 cap on public transport fares.
The focus on efficiency is reasonably sound. The cap of \$50 for any public transport is in line with many overseas cities that have capped public transport cost for many years. Using credit/debit cards for payment is also useful. Having the option to continue to purchase ATHop cards is important particularly for tourists and those Aucklanders who choose not to have credit/debit cards (where I volunteer we have many clients in this situation). There does seem to be a focus on the North shore for transport improvement yet the

Franklin region is growing just as much and has similar public transport access issues. Solving Papakura south public transport issues needs to be considered as part of the next 10 years not after this time. I also understand there have been proposals for a ferry between Clark's beach and Onehunga that haven't eventuated which could relieve some of the south of Auckland transport woes. Linking to a train service at Onehunga would be sensible too.
Raised pedestrian crossings and cycleways should proceed as planned
See above (what I would spend more on)
To reduce congestion by cars, road tolls should reflect wear and tear by the number of wheels and weight of vehicles. Motorbikes generally have half the wheels and weight of cars. Therefore car tolls could be \$5 and motorbike tolls \$2.50 per trip. More roadside motorbike parking instead of car spaces.
More focus needs to be given to improving cycle ways and public transport. It's my sole form of transport
Public transport would be more reliable
A lot more needs to be done to improve public transport - unreliable, infrequent, expensive, limited access.
If public transport is upgraded, that includes train and bus services then more people will use it & it will help alleviate the present problems.
I support investment in public transport. We are in a climate emergency, and urgent action is required to reduce emissions. Transport contributes over 40% of Tāmaki Makaurau's emissions, this is a key area to invest in emission reduction for the city. Council needs to work to massively reduce private vehicle usage, and improve public transport options. I strongly disagree with stopping funding for raised pedestrian walkways and cycleways. I am a huge proponent of walking and cycling but these have to be made safer, every day I see crashes and near misses.
need public transport to be more accessible and efficient to support housing intensification and reduce need to drive. Need to have more park and ride options to support people not using motorways and city carparks but still able to get home timely.
cycle-ways can reduce the traffic on the road and can be quicker than public transport, as well as enhance tourism examples see south island Nelson grape taste trail and Otargo rail trail
I support more cycleways and multiple modes of transport including more micromobility
Support stopping raised pedestrian crossings and caps on public transport spend. Would support congestion charging if it was done at a low affordable level
money should be spent on subsidising public transport for many people to provide a cheaper form of transportation.
reduce traffic fine
Strongly opposed to stopping development of cycleways that offer alternative transport modes and stopping installation of raised pedestrian crossing that reduce speed and make pedestrians safer
Cycle ways will become more and more important as fossil fuels run out and the effects of global warming are felt
Greater investment in cycleways is necessary
I support the investment into public transport and initiatives such as improving bus, rail and ferry networks for more reliable service and Time of use charging. I oppose the proposal to stop initiative such as raised pedestrian crossings and cycleways. These are crucial to help make our streets safer for active modes and to encourage modal shift to walking and cycling. I also oppose cutting some bus routes.
Encouraging people out of vehicles is essential in tackling the climate crisis, air quality issues and congestion resulting from a growing population. Initiatives such as cycleways should continue at the very least.
To cut back on cycle ways is to renege on your goal of making Auckland a safe city. We need all three - bus, cycling & cars - supported in order for commute times to become manageable
Support cycleways. Support capped weekly public transport passes.
Raised pedestrian crossings and cycleways are important safety initiatives. They should not be cancelled. I do not support dynamic lanes, they are dangerous.
Removing/lowering the number of busses on "low performing" services doesn't help better our transport system - I agree that it would optimise it but it would also impact those who would use them, pushing them to drive rather than use public transport.

<p>I support the possibility of Dynamic roads, Congestion charges but only *in the city centre* and *not* through spaghetti junction.</p> <p>Supportive of the \$50 cap for public transport per week.</p> <p>Fewer level crossings to save money.</p> <p>Reduction of bike paths</p>
<p>Agree with reducing traffic management requirements as is unnecessary overhead on all development</p> <p>Agree with stopping raised speed bumps as unnecessary spend.</p>
<p>Dont stop cycle lane development, one day the muppets will wake up and realise that cycling will not only save the planet but could well save there lives, and I am talking from experience here people, commuting by push bike for 42 years and counting.</p>
<p>Enabling safe access for all across the region is paramount to connectivity and connectedness to the environment. Not proceeding with enhancing the cycle ways is just a backwards step to the progress we are making.</p>
<p>Don't support stopping previously-planned cycleways, but do support additional payment methods for public transport. Support making public transport more reliable, as currently many buses do not show up and just drop off the board without being 'cancelled'.</p>
<p>Do not stop the previously planned initiatives</p>
<p>I support a focus on public transport, and cycleways over private transport.</p> <p>I would also like the council to fight for a petrol tax back, as it is the fairest way to fund transport.</p>
<p>The regional fuel tax was a user based tax model which the right leaning governemnt should have been in support of. I do not support the increase of rates going towards more roads - the regional fuel tax was good and worthwhile. Bring it back to fund roading projects.</p>
<p>I do not support reducing bike lane infrastructure. We should be building bike lanes at the same rate as car based transport.</p>
<p>Some key highlights that I support:</p> <ul style="list-style-type: none"> - Apple and Google Pay for PT fares - Completing existing rapid transit projects - 'Time-of-use' charging, although I think we should implement area-based congestion charging as well, starting with the city centre. - Improvements to the Northern busway and a future North West busway. However, we shouldn't rule out rail-based rapid transit like light rail and light metro. - Expanding enforcement activities. - Charging for park and rides. <p>Some highlights I do not support:</p> <ul style="list-style-type: none"> - A bike ferry. Just give a lane on the Harbour Bridge to walking and cycling instead. - Removing poor performing bus services. If a bus is performing badly, let's come up with ways to improve it instead of cutting it. As the carbon price rises, people are going to need alternatives to driving so we should not even be thinking about cutting public transport and active modes funding.
<p>The speed bumps that litter Aucklands roads are not effective and reduce a driver's responsibility to make conscious safe driving decisions. When one is walking, it is not unusual to witness vehicles racing over the bumps. This brings question to the spending of what appears to be an inordinate amount of public money used to erect them. Some recent Research to do with this form of traffic management has shown that cars negotiating speed bumps produce more carbon emissions than driving on roads without speed bumps. Hence stopping some of the previously planned initiatives may save on expenditure as well as looking after the environment.</p> <p>Pedestrian crossing used to be effectively highlighted by Belisha beacons. I wonder what happened to them?</p>
<p>Weekly public transport fare caps are a good idea, but \$50 is too high.</p> <p>Public transport priority needs to be on increasing frequent services.</p> <p>Walking and cycling needs to prioritize a connected network rather than a small number of gold-plated projects.</p>
<p>Because better transport means faster travel</p>
<p>because I want to have faster transport and reduce traffic</p>
<p>reducing temporary traffic is helpful</p>
<p>Proposals for improving transportation infrastructure and service are typically aimed and enhance accessibility</p>

Not enough emphasis on footpaths perhaps needs to be one good footpath on residential streets instead of two
Improve of the congestion and accessibly
we need transport in our everyday life.
improve of the consetion and enhances the acceiability
majority of the proposal is great and needed. stopping plans like raised pedestrian crossing isn't necessary
As it is an integral part of development of a country.
Because we want more transport to be available
Because we want more transport to be available

Q2 – Transport
Do not support most of the proposal

Just spend less, if there is less money available less can be done, thats business, public transport as numbers show isnt a priority for Auckland as PT is and always will be preferred
We need more investment in public transport and active transport options
We need more raised pedestrian crossings and cycleways.
Too much of these cost is passed to rate payers only and we are all over burdened with rising cost. Find a better of user pay system and not just build infrastructure because it will nice to have and benefit a very small percentage of people.
Because AT have been negligent in their decisions over many years (particularly when Phil Goff was Mayor) by wasteful spending, which has been an unacceptable lean towards the Greens wishes. There are cycle lanes that have cost millions, with hardly anyone using them.
Public transport is already highly expensive and further spendings at this point of time will increase unnecessary pressure on Aucklanders.
I'm not convinced public transport will ever work in Auckland. The city is so spread out, there are so many bays and inlets that prevent efficient routes, was never designed so that people can live and work close by. I only use my car when I need to go somewhere, public transport has to run 24x7 just in case I might use it, I can't see how that is more efficient or environmentally better. The fact that even though massively subsidised, any PT trip costs more than the cost of running my car supports this theory.
stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleway. This is the only one that I'm happy to do. How many ped-crossing and cycleway that can be used, is it tooooo expensive?
Waste of money
The raised pedestrian crossings are an absolute nonsense for the cost of investment. They offer no tangible benefit to the pedestrians, slows down traffic and more wear and tear on vehicles.
Traffic speed should be managed through speed cameras with tougher fines (which is an additional funding to council)
Public transport has always been a significant issue. If this mode of transport is to be encouraged, there should be a bus route on every street. The hefty fares are also a put-off.
Creating more costs in reducing lanes, raised pedestrian cross and at traffic lights, more police to patrol the roads for non licensed dirt bikes.
We don't need cycle ways - I see NO-ONE using the one in our area. Kids don't cycle anymore, adults don't cycle anymore. Get up to date Auckland Council!
Introducing car charges for certain areas - what about having to drive an 89 year old to hospital for regular checkups that are at 8am? She has no other form of transportation as buses are *****, taxis are way too expensive and unreliable, funnily enough she can't cycle (DOH). You are greatly hindering, upsetting and prejudicing the elderly, handicapped, infirm and needy by your elitist, self-serving, rich people ideas. You are so out of touch with your population that it's unbelievable.
Auckland transport - the buses are running empty at some point.
They have no long term plan at all.
It is a known fact that Auckland Transport is a useless organisation that has kept pulling down the standard of public transport in Auckland every year since its inception. This is an organisation that stupidly spends more than half a million to build each of these illogical raised speed breakers (when Wellington does the

<p>same thing at less than 10% of that cost). It is because of such a white elephant within the council set up that ratepayers money is being flushed down the drain in a totally wrong way. Till the time you do not reign in this gigantic useless organisation nothing good can happen to the public transport system in Auckland. The network has kept going downhill for more than a decade now, and I do not see it improving in anyway under this current council and AT working relationship. AT needs to come totally under council governance to make it accountable. Currently AT is practically not accountable to anyone, not even council.</p>
<p>public transport should not rely on being funded by rates stopping raised crossings unused bike lanes dual language signs</p>
<p>Making public transport faster, easier has been seen in many council plans before, but actually public transport becomes slower and harder. Same as network optimisation. How can the ratepayers can believe this? Council should immediately stop previously-planned pedestrian crossings and cycleways.</p>
<p>I support the investment in public transport and creating a better system with capped weekly public transport costs, however the money that would be spent on creating the dynamic lanes and "network optimisation" could be used more effectively by diverting that income to further public transport costs. Such as, reducing the price of public transport, paying public transport employees a higher wage, increased number of public transport services. I can't say I support most of the proposal because of the lack of information about what "Network Optimisation" will look like and how they will be implemented. Stopping initiatives such as raised pedestrian crossings and cycleways will further the usage of cars by people and will discourage walking and cycling. If people are not walking or cycling on our roads who is meant to be walking to the bus stop? Creating raised pedestrian crossings will make it safer for those who want to use the increased and more effective public transport. Cycleways will also lead to a further use of public transport, if like many other cities in Aotearoa we design the public transport with cyclists in mind. Bike racks on the front of busses is the first thought that comes to mind.</p>
<p>Too difficult to understand specific reductions or improvements. Too much bandying around general ideas. The VERY SLOW improvements to public transport are unacceptable. Poor road planning over decades is embarrassing and infuriating. The overview is unclear. The future networks - surely a map or two to clarify? The planning seems non existent.. Any progressive idea is progressed for years then dropped. Additional lanes on existing bridge? New bridge? Light rail? Additional rail? DO NOT DROP BIKE TRAILS AS THESE ARE WORKING. ETC</p>
<p>To taxing,</p>
<p>No more roads. Focus on incentivising more away from car to reliable public transport and walking biking laneways</p>
<p>Too much focus on public transport</p>
<p>Yes investment on transport, particularly projects like Hill Street intersection are questionable as recently there has been Puhoi to Warkworth and Matakana Link Road opening that takes traffic away from the intersection. Also Glenvar East Coast Road has been renewed. The traffic at Lake Road is also limited as it is mostly the residents and school trips.</p>
<p>Cannot see any improvement so far.</p>
<p>Too many temp traffic managements get ups cones.</p>
<p>reduction in public transport, walking and cycling</p>
<p>Traffic flows can be improved by reducing vehicles on the road, providing transport corridor park and ride to reduce congestion locally of traffic trying to get onto the motorways and on the motorways and reducing congestion at destination areas. This will then allow feeder bus services to become more patronised, and further corridor routes established, possibly by cut and fill along wider commuting corridors, allowing double level transport options, and removing level train crossings.</p>
<p>I do support more public transport but also believe we need to support local safe commuting for cycling and pedestrians</p>
<p>Not happy with plan to cancel cycleway projects. This infrastructure is a crucial way to ensure aucklanders have transport choices and low carbon transport options.</p>
<p>Do not support the following points included in the central proposal for transport: - fully fund the unsealed roads improvements programme, with the annual investment programme increasing from year three of the plan ensure our assets remain fit for purpose and provide for flood recovery and network resilience by fully funding the council's share of roading and public transport renewals (in my experience the approach to prioritise such renewals - even within the same suburb - is highly flawed and I do not support this change unless this is done in a fair and equitable manner) - progress road corridor projects such as Glenvar Road (Torbay), Hill Street (Warkworth) and the Lake Road/Esmonde Road improvements project - investment in cycling will be focussed on completing existing projects and delivering lower cost cycleways</p>

<ul style="list-style-type: none"> - investigate the feasibility of a low-cost bike ferry connecting Northcote and the city centre - this is a niche project and spending should be held back until the council's finances are in better shape - charging for Park and Ride - this will be wrong and just the opposite of what we need to encourage public transport. On the contrary, there should be further investment to provide more parking in park and ride type setups. - I have other smaller objections the response selection above.
Reduce costs
Because at a time of recession Auckland should be focused on upkeeping what we have already and not be spending any unnecessary money on creating or planning new transport or roading systems.
For the love of god can we just have sound, evidence based policy. Why would you want to stop cycleways and pedestrian safety in a climate emergency. There are people out there who are willingly reducing congestion, freeing up parking spaces, reducing the public health burden, and cutting carbon emissions. WHY would you want to discourage that. Dynamic lanes are confusing and do not solve the route of the problem, i.e. too many cars on the road. Please invest in rapid transport though.
will be fantastic council make easier to pay when hopping buses and other public transport
Not all affecting me directly, however roads in the develop residential area area narrowed and many accidents happened.
<ul style="list-style-type: none"> -Pay cash by card for convenience of use So I can ride -More expansion of buses/subways is needed.

Q2 – Transport Do not support any of the proposal
The mayor and council members need to get their act together first before talking about any projects
Work for people of Auckland, work for humans, not evil aliens hiding in the UFOs! This may sound lunatic but you appear to be inhuman when inflation hits NZ so hard.
Reduce cost and rate payment
Council has been wasting money and not providing efficient service
don't want to pay for something that i don't use - paying for someone else's benefit - who use, who pay
Council do not have the skills to manage a 13.4 billion project and deliver agreed outcomes. A different model is required that delivers results
Wasting all the money on unnecessary projects such as creating island on the middle of the roads , crating humps as each and every lights,causing traffics
We already paid enough money, use our money wisely not waste our fking money
not clear what it results and what it takes
They do not include or aid the local area that i live in any meaningful way in the short term for the equivalent rates increase.
Noone uses public transport due to exessive cost anyways
expensive
you have been focused on buses and cycleways for years now and none if it has worked and you still want to do more. When you are in a hole stop digging
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
Because I am not interested in it
Public transport is terrible - first work on making the rail network etc workable in all types of weather - basics first then plan for more
AT and the Council have wasted money already, on many cycleways that are hardly used from my personal observations. I have witnessed a number torn up and redone costing us rate payers millions. Yet after they have been recommissioned, still there are next to no cyclists seen on them. I am not prepared to support this continued waste. (So that you are aware, I own more than three bicycles, including one that is rechargeable. I use these for re reation normally)
Raised pedestrian crossings are put in place to reduce speed and in some areas there is an abundance of them, (six or seven in a small area). These slow down industry, (road transport in heating from A to B effiently costing our economy)
Raised crossings damage the suspension of vehicles, costing companies and private citizens.
There seems to be an agenda behind you people being hellbent on placing these throughout our suburbs

with the people having any input or a true choice. You should be working to speed up transportation in our largest city by improving traffic light phasing and getting behind building a previous National Govt proposed eastern expressway.
Outsource this to private operators Fix the basics and keep roads as are
Over investment in public transport that fails time and time again. Particularly train lines which seem to forever need repairs and clearly aren't up to standard.
The issue at hand necessitates addressing the inadequate investment in a well-connected, punctual, reliable, and incentivized transportation system. This is particularly crucial for students, individuals facing financial difficulties, and seniors who would benefit from lower fares. Enhancing the transportation system in this manner could encourage a broader usage of public transport. Singapore's approach to public transportation can serve as a best practice example for Auckland, particularly in terms of integration, reliability, and incentivizing usage through pricing strategies and infrastructure development. The focus on continuous improvement and investment in public transport in Singapore has resulted in a system that is not only efficient but also widely used by residents and visitors alike.
highway expansion

Q2 – Transport I don't know
Better transport network and public transport across the town.
neither option seems to be a hugely relevant proposal to spend on during a cost of living crisis
i haven't seen any plans so i don't know the harm
The description is too general. For example, how to optimize the traffic network to benefit people who travel less than 2 zones, while people who travel 3 zones will still drive to zone 1.

Q2 – Transport Pay more
could make more train tracks or underground.
Definately not! Cut the purse strings and practice fiscal restraint
Maintaining existing Roads
Cycleways and public transport
Nothing at all.
rail
Cycleways with barriers so that cars cannot touch bikes.
Subsidized public transport to increase the use of buses and trains. Introduces yearly and weekly passes along with reducing monthly pass rates
reduce cost for users to use PT, and reliability.
Raised crossings and cycle lanes. These are key vulnerabilities in our current system. We've done some but not enough.
Walking cycling and light rsil More public.transport.to.airport
Extend motat tramway to war memorial museum and make it a PT line.
Buses / Subway / Train's construction to every corner
Bus and cycle lanes
Cycleways. If we want improved mental health, fitness, and congestion, we have to build a cycling culture. That's just a fact. We can't just grow the population and hope people catch a bus. We need to plan for the city we want.
If I was in charge of Auckland's budget I would spend more on cycleways to develop a proper city-wide biking network that would help our city reduce emissions during the most important decade of human history (the 2020s leading up the crucial 2030 climate crisis date). See my above comments about borrowing money to pay for cycleways. I would also invest more into the city's rail network, for example (light or heavy) rail in the north west and/or north shore, as well as the long proposed Avondale-Southdown line. The City Rail Link will be a wonderful case study for our city in the powerful potential of rail travel, and we must expand upon its success. I also think that the council should be investing into light rail, and taking the project

<p>off the irresponsible hands of the government. Light rail/tramlines, whatever you'd like to call them, are how Auckland city initially developed and we must use this form of transport once more as the climate crisis worsens. Clearly the government in Wellington has proved inept at light rail proposals, choosing stupidly expensive and over-specified proposals that will never get built, over more reasonable and smaller scale proposals that would make a huge difference to our city.</p> <p>Something also needs to be done to solve the ferry crisis. The ferries are in an absolutely shambolic state and are constantly letting down their customers.</p>
Cycle ways. More public transport options such as light rail
Cycle ways Liberate the lane on the harbour bridge
Cycling networks
<p>Continue the light rail project which connects to the airport.</p> <p>A separated or bollard-protected bike lane down dominion road.</p> <p>A lane across the harbour bridge converted to a bike/walking/jogging lane, with bike path connections on the North Shore.</p> <p>Investigation into new train corridors. The Busways are a good intermediate solution, but a train line has more scope for growth and has lower operating costs over a lifetime.</p>
Roads. People saying that building roads encourages more cars is bonkers, increased the population by 100k people per year, not spending anything on infrastructure, and then wondering why the roads are blocked is what is bonkers.
Public Transport options and reduced emission options are better overall for moving people from car-based transport rather than public transport infrastructure and usage.
NO!
Good roads
spend more on public transport improvement and cycle safety and pedestrian safety
<p>There are vast areas of the roading network including motorways where the roads can be substantially widened. I can understand why the council is not interested in this as the cost is too high due to their own bureaucratic costs they introduced themselves. However, this should be seriously considered before taking the cowardly option of limiting traffic. This is only going to add additional cost of living to rate payers as we are all in traffic because we have to be in traffic. An added cost doesn't mean we no longer have to be in traffic.</p>
<p>Secondary crossing or at least the sky path. Whilst this is a crown issue, there is no reason why Auckland Council could not pick this up.</p> <p>Further more a secondary crossing connecting Devonport to Mechanics bay would allow a huge number of motorists to bypass the spaghetti junction and connection further south if they are headed that way. There is also a need to expedite construction for rapid transit that connects from airport to the CBD.</p>
I can barely survive despite working 24/7 - where will this extra money come from?
None
More on making bus networks faster and more frequent
No. Reduce all spending.
No, need to look for option, how other countries are doing better
Public security! Traffic!
As outlined in previous comments
Smarter projects and not dumb decisions.
<p>Every car should be insured and mandatory to be enforced by the police if they don't have it they get fined. The council to get a % from all car insurances, motor bikes, bicycles, scooters and anything that has motors or electric motors.</p> <p>Now there are bike and scooter lanes being funded by rate payers but not all rate payers use them</p> <p>The companies that hires scooters or bikes should council levies.</p>
NOTHING
Bike lanes
Traffic cameras to deter abuse of bus lanes.
Public transport
Don't spend anything
Optimised bus services

Getting rid of speed bumps in all forms, getting rid of paid parking, removing cycling lanes and reinstating flush medians, more roundabouts, free parking in the city to revitalise it, return Queen street to a thoroughfare. Endless opportunities after a decade of attack on drivers.
Try to spend more time on how to fix current problem
None
30% staff reduction ASAP as they are surplus, excess etc.
Cycleways and public transport
More affordable public transport
Nothing. You already are getting more than enough. Learn to use it efficiently.
Cycleways and other safety improvements that have a proven track record of creating behaviour change and reducing the need for other expensive upgrades.
Residential roads
Get rail back up to scratch and make it reliable. Buy shares in traffic cone production - or reduce their overuse.
Efficient, reliable, affordable and sustainable public transport and safe cycle and walk ways
Public transport
Light Rail to the airport. I would also like to see a second harbor crossing. But not a bridge that has to connect to state highway 1. for example a bridge from Devonport to the city. and connect East Auckland better with a bridge From Bucklands Beach to Glendowie.
Spend more on free public transportation. It makes a huge difference for money.
No.
The central rail link and adding a station in mount roskill.
The bus fare is too high, which is not friendly to students and office workers.
Trams, Trains and ferries
Water pipe renewals
removing cycle and busways and road humps
I would spend more on public transport and pedestrian focused infrastructure.
Under 25's discounted PT
Making public transport faster/more reliable
Light Rail
Climate Change, Increasing safety of general public . More greenery .
Transport using our harbours - ferries, hovercraft etc
Why can't we use our harbour more, have more ferries, from such places as Takapuna, St Heliers etc, this would also required shuttle buses as you can't build massive car parks. Car parks should NOT be knocked down until there is sufficient public transport to allow people to get out of there cars.
Cycleways and public transport.
trains. Also change all buses to electric
no - you do nothing and come up with ***** plans, waste our money while shitting on your asses.
Public transport and cycleways. Including more 24/7 busways.
I want to see Auckland Council spending more to develop a surface light rail network, with a City Centre to Mt Roskill line constructed as a priority
More Better roads and cleaning on the street
Railway System
Train system.
Need a fast & reliable railway network. Need more train stations. mimic Sydney (or) Melbourne train system.
More bus network improvements to frequency, reliability and electrification.
Light Rail. Overhead rail.
Better and safer roads and transport
Better and safer roads
Public transport.
I want to spend more on surface light rail development. the business case is there, it is much cheaper and more efficient than other options and work developing it has already been started pre 2019.

I catch the dominion road buses often, they are good but can only carry so many people. they are frequently held up by people parking in the bus lanes. they cannot be relied on along to address the transport needs of Auckland. particularly along this route where there is so much projected growth.

reducing congestion will benefit everyone.

I also support more cycle ways. they are safer and the health and economic benefits of people cycling are well established.

Better roads alignment to reduce traffic congestion

Yes organize shopping festivals amusement parks concerts bring famous bands Have Car raffles for cars boats jet ski's quad bikes and normal bikes and electric scooters Publisize the name of donor companies Revenue earned goes into Auckland Council Bank account

Bike train bus hubs.
See Japanese models

Southdown Arondale line to complete outer loop.

Facilities for homeless

Things that help regular motorists

I want to spend more on cycleways and programmes to increase bikes in Auckland. I want to spend more on public transport routes, decarbonisation and services. I would prefer to spend more as a collective (eg through rates) than through fees and charges (eg increasing public transport fares). I believe that transport is a public good and a well functioning transport network that serves our most vulnerable users is critical.

Renewals of footpath and Public Transport.

Rail crossings and crossings as key congestion points such as North and West

More for parks, recreational activities, event hosting to improve quality of life

Raised pedestrian crossings, cycleways, safe cycle networks, new PT networks, road safety improvements for all road users (including pedestrians and cyclists), and road reallocation projects which reallocate space to PT and / or cycleways.

Network optimization.

road safety

To be honest, we have the most unreliable transport system in the world - even third world countries have more stable systems than ours. I can't rely on trains, buses that don't run on time - why not privatise this and allow electric toot-toots like overseas to pick passengers up - free up these large buses that are inefficient for our roads - and then see Auckland start to move,

Cycleways, pedestrian friendly main streets

Ensure a regular and reliable public transport service, and dont keep increasing the user charge.

I strongly support the 'pay more, do more' proposals on transport.

We need to complete the CRL and Great North Road upgrades, as well as more dynamic bus lanes. I'm also really passionate around safety projects around schools and town centres - we need our people, young and old, to have safe pathways to travel around our community. We also need to step up our investment in rail, with rolling stock and more support for ongoing Kiwi Rail track maintenance.

Footpath maintenance to stop people tripping on footpaths and injuring themselves.

Pedestrian crossings and cycleways. Not only is this good for the environment (and therefore the most logical thing to do), it will improve accessibility and safety. I'd rather pay more than have someone not return home to their family.

Raised pedestrian crossings and cycleways.

Train station, and bus reliability

Public transport, speed cameras

Cycle ways, pedestrian walk ways and public transport, including trains and buses, especially in terms of making a majority if not all of the buses/trains electrical.

Electrification of bus fleet

Road conditions, across city/suburban public transport, parking at train stations, carpark buildings

Cycle ways. The only long term way of making our city run more efficiently and greener is encouraging commuters out of cars with attractive and safe alternatives - cycle lanes and convenient transport options.

Walkways and SEPERATED cycle ways. In fairness you could probably fund these with bus lane and red light cameras
transport
Park and ride options at hubs for public buses and trains. more options to take bikes on public transport allowing people to travel/commute longer distances by bike.
cycling
Cycleways
Local intersection improvements. Encourage localised park and ride facilities where parking entry is by HOP card and is free if hop card is used for public transport rides to/from car park, otherwise charged. Make allowance for parking in streets along public transport corridors. How else do you expect people to use public transport? If parking is restricted along public transport routes, how are people going to get to the public transport? They will just drive there instead if AT make it too hard for them.
cycleways
Rates
rates
No.
Muslims
none
Spend more on subsidising public transport
vbucks
better roads
more and better public transport
Road
I would like to see genuine commitment to long term funding for protected cycleways for bikes and scooters I'd like to see dedicated public transport, light rail and dedicated bus lanes
Cycle ways
Development of cycleways and wheelchair accessible routes
Use overseas research to improve and invest in public transport that is consistent
Bus lanes, low cost cycle lanes, low cost targeted safety improvements
completing the Downtown and Midtown Bus improvements more cycleway and walking connections safety projects around schools and town centres. better funding for maintaining, expanding and promoting the public transport network, including to more remote areas rolling out electric ferries and more low-emission buses, plus supporting infrastructure the Lincoln Road and New North Road corridor upgrades greater investment in rail: rolling stock, and more support for ongoing Kiwi Rail track maintenance Street trees and rain gardens
Park and ride stations at all outer main corridor stations, and separation of cycle lanes from traffic along side footpaths or by removing parking on one side of feeder roads, and safe cycle routes on main roads.
Safety for non car users. - children getting to and from school. Travel to work and use of other amenities that is non single occupant car based
Availability of Public Transport - Frequency
Carbon emission reduction programmes. Cycling infrastructure. Low speed management in residential streets.
Continue the council-funded extension of the SuperGold subsidy programme for afternoon peak services (e.g. 3pm-6.30pm). Continue/retain public transport subsidy for students.
More trains & cycle ways
no. There is a cost of living crisis, so no, no more spending.
Cycleways and public transport
Improve walkways greenways cycle routes and paths
Recreation Parks
fuel tax

I am paying more than I could afford in terms of rates and other taxes.
Better public transport from NorthWest Auckland. Get the train going from Helensville. Improve the roading and minimise the pot holes.
Mentioned above.
\$50 cap for transport, more connectivity of bus services
Have a bus, Train & Ferry monthly pass set at \$150 to \$180 per person per month. Issue a family pass for 2 adults & 2/3 kids between \$550 per month max. This will help drive more families to use bus, train & ferries.
Captured above
Cycle ways. Public Transport, Low emission buses.
Decarbonising our public transport fleet and increasing frequency/reliability, particularly on popular routes such as Dominion Road.
No. We are in a cost of living crisis
Focus on upkeeping what we already have, so there arent pot holes and roads that are falling apart and paying back our road debt.
To encourage more people to use public transportation in Auckland, there could be increased investment in several key areas: Infrastructure Expansion: Expanding the coverage of the public transportation network, including bus and train services, to reach more areas, especially underserved regions. Frequency and Reliability: Improving the frequency of services and ensuring they are reliable to reduce waiting times and make public transport a more convenient option. Affordability: Implementing pricing strategies that make public transportation more affordable, such as discounted fares for students, low-income individuals, and seniors. Accessibility: Enhancing the accessibility of public transportation for people with disabilities and seniors, including better-equipped facilities and vehicles. Technology Integration: Investing in technology to provide real-time updates, mobile ticketing, and better route planning tools to enhance the user experience. Sustainability: Focusing on eco-friendly transportation options, such as electric buses and trains, to reduce the environmental impact and appeal to environmentally conscious riders. Safety and Security: Ensuring that public transportation systems are safe and secure, with adequate lighting, surveillance, and emergency response measures. Marketing and Awareness: Running campaigns to raise awareness about the benefits of public transportation and encourage a shift from private car usage to public transport. By addressing these areas, Auckland can create a more attractive, efficient, and sustainable public transportation system that meets the needs of its diverse population.
Cycleways, reduced fares
Train and bus transport
Nothing
More bike lanes and better public transport. Why has Auckland not looked into Autonomous Rail Rapid Transit (ART) - these are successful where they are used - when cars are stopped from being the kings of the city. (Same as buses and bikes, all more useable and effective when not having to sit in traffic with cars.)
Road safety (traffic calming measures like lane narrowing and raised crossings). Cycleways. Bus lanes. Rapid transit. Light rail down Queen Street and Dominion Road still makes a lot of sense so would love for the case to be made for it as part of a City Deal.
Road maintenance. Improve the roads we already have with continual maintenance
There are areas in Auckland where the pavements are in such disrepair that they are dangerous for people to transverse. These pavements need to have immediate remedial work to be safe for the public.
Public transnport.

Anything to promote safe, sustainable and active transport. Such as cycleways.
Cycle lanes and low emission public transport fleet, improving/maintaining ferries
Cycling, walking - getting around in alternative ways of public transport.
Spend more on making faster lanes
on public transport
24 hour transport
border control from foreign entities
more helps to seniors
No idear!
none but i can for faster transport
bus card
faster public transport
All proposals that increase public transport ease of use and alternative means of transport to private vehicles also maximise electrification of bus fleet
Quicker introduction of congestion charging. Driving in Auckland is not a previlelige that incurs additional costs. Public transport is a right congestion charging around schools for better air quality as well
Transport
more car park in the shopping mall
-
Make the public transport available all the time including Sundays
bus quality
bike lane
Traffic and transport.
Public transport, traffic network.
Public transport and security
transport system is too old
Cycling track
On traffic control and avoidance if congestion to save time to travel to place.
cycling tracks
Council should appoint Hindi speaking

Q2 – Transport Pay less

Cycleways, pedestrian crossings other than paint and lights, anything based on the ideology of making car use more difficult.
Salaries for Council member and staff
AT expenditure on Crossing and raised speed breakers.
Everywhere. Review last decades of contract price increases, find the culprits of price hikes, recall for bids because a lot of those who stay in current contracts violated rules multiple times.
roads
no. keep things simple
Cycleways
Cycle ways are used by a small minority of people.
Too many humps in side streets where there was been no or very few previous incidents but pot holes left unattended.
Traffic management around work sites. Consider leasing the work site to the contractor, on a per area basis, to provide an incentive to block out smaller areas and complete works more quickly.
Motorways. If the traffic is ***** , then people will take a bus or cycle. We can't just keep catering for cars and building our city around cars.
If pedestrian crossings can be done more cheaply then so be it, but they shouldn't be cancelled all together. Same goes for bike lanes. If we could implement cheaper, smaller-scale tactical urbanism cycleways as

<p>pilots/trials that would be a much better way to develop out a bike network than the gold-plated inner city cycleways that we are currently getting. Mayor Wayne Brown campaigned on supporting cheaper bike lanes like tactical urbanism solutions, but so far he has not lived up to his word. Although I generally think that bike lanes collectively are something we need to spend more money on, I think the actual cycleway construction costs can be hugely minimised (see Wellington City Council's expanded cycleway network plan using tactical solutions).</p>
<p>New Road projects. Maintain the systems we already have</p>
<p>Yes, no more stupid speed humps, no more cycle ways, stop reducing road lanes for motorists (increase them) as most Aucklanders have not seen (with all the money spent) any improvement with public transport. Under AT Aucklanders in general fell the benefits have gone backwards, not forwards.</p>
<p>Stop signboarding directions for cyclists, coloured road warnings, I see lot of unnecessary spend locally, saw even artistic posts erected near oakley creek, is this really a spend in this very difficult time?</p>
<p>Na</p>
<p>No roading expansions. Our current roads are at capacity, and adding more lanes is the least efficient way to increase the carrying capacity of the city. Congestion needs to be diverted to more efficient modes of transport where it can be, so that trucking and other essential vehicles can get to where they need to go.</p>
<p>No.</p>
<p>Raised pedestrian crossings on main routes. I appreciate they do reduce harm risk but too many on main routes where there is a high volume of cars where lights exist or would be fine. Must be a negative for the environment too as cars have to brake then accelerate.</p>
<p>Over-engineered cycle lanes e.g Taniwha St GI, Mission Bay, cost a fortune and make it worse/riskier to cycle on and worse for drivers. I've been a cyclist in AK for 25 years and cycle lanes like out to Westgate or South by Takanini are great but the two changes above for example are a waste of money. I feel perfect sage riding on a painted strip like Carrington Rd. Physical separation, unless completely separate road surface, really is a waste of space. The fatality out East where the drunk cop went over a separator to hit a cyclist shows they aren't really a protection.</p>
<p>providing car-based transport options.</p>
<p>Fuel tax! vehicle rego fee!</p>
<p>Council rate</p>
<p>stopping some previously-planned initiatives, such as some raised pedestrian crossings and cycleways.</p>
<p>spend less on road development</p>
<p>cycleways - which doesn't get used anyway raised pedestrians crossings new traffic lights (that are always getting installed in the most unnecessary places and the most unnecessary ways).</p>
<p>Pedestrian crossings. Spend less on those. Especially if they are raised tables - what is the actual point in raised tables at the pedestrian crossing? If a vehicle is travelling too fast its travelling too fast already once it hits the raised table. Why not just put a speed bump 20m ahead of painted lines.</p>
<p>Quality food and utilities (Electricity, gas, water, internet, interest rates)</p>
<p>Petrol</p>
<p>Staff, executives. Consultants! And I'm not talking contractors.</p>
<p>Install less Traffic lights. Use roundabouts. If there was a higher bar for getting your licence (competence, confidence, courtesy), then more people would use public transport and the roads would be safer and transport would flow better and the economy would be better off. The balance is right there. It's a no Brainer. Seriously - who is in charge?!?</p>
<ul style="list-style-type: none"> • No - one wants to spend anything if you calculate how much tax payers have paid to council to run plans and ideas to the ground and focus so much wastage. And certainly, not high paid positions with high numbers of managers to waste on ineffective projects • Perhaps learn from countries such as the East that have made efforts in infrastructure for half the amount because of foresight and good management.
<p>Council executive salaries needs to be capped for soft savings to become hard savings. We home owners are living pay cheques to pay cheques due to increased of living in Auckland, along with worries about the gbag activities in Manuaka area. My elderly mother takes the bus but only during certain times due to buses being a hang out space for young gangs.</p>
<p>Contractors.</p>

Parking infringement are too high. Parking facilities should pay council levies for all cars using this service. Too many parking wardens as they should be less. They should use scooters instead of cars to cut costs down
Cycleways, bike ferry, no support of CRL - in fact ditch it!
Roads. Building roads simply encourages more people to drive, which traps us into high maintenance costs as well as pollution and congestion.
No. Auckland must stop missing opportunities.
Nothing
Ferry services overall and Super Gold Card concessions
Anything to with slowing drivers down. The more drivers that can get through an area in a given time, the more vehicles the network can handle. You have to get people back in the city
Spend less more
everything
This also means that the unelected, undemocratic board costing millions pa should be deleted, they have no benefit to ratepayers, no validity to exist and are certainly anti-democratic.
Eliminate all race based policy, references etc, FYI - there are no "principals" or "partnership" references anywhere in the signed TOW, therefore any compliance, policy, scheme or otherwise has no legal and or any other basis to justify its existence.
Any and all tribal based agenda's have no use and or benefit to the community, enhancement of anything...
Spend less on council and AT and Watercare mismanagement
public transport should not rely on being funded by rates all the over use of road cones etc around work or non work
Park and library
Cycleways that don't have high user utility.
Everything in general
Bus lanes where it doesnt make sense.
No
No.
Parking fines.
Reduce excessive and cumbersome garbage collection rules
everything
bicycle lanes, temporary street makeovers.
Bus lanes. T2 lanes, parking wardens.
some unnecessary traffic lights, cycleways, and raised pedestrian crossings
Spend less on initiatives that incentivise car based infrastructure, such as widening of motorways and road designs that lead to unsafe speeds.
AT senior management & spin doctors.. AT needs to listen to communities rather than pushing ideology and this includes bike lanes. \$44million spent in K-Rd bike lanes with minimal benefit to the community beyond a few 40yr old European males. Auckland community is diverse & most can't afford an e-bike.
Cycle ways
On roadworks.
cycleways next to roads - have them away from the road
All these stupid road humps, why do we need road humps and traffic lights at the same point, what a waste of money
Building new roads for domestic cars.
traffic management
yes , on your salary and cut your staff as you do nothing anyways
Less new roading projects.
Road Tax
Buses, as they are already doing good.
New roads in greenfield areas.

Salaries. Staff numbers. Consultants with agendas, particularly if they will profit from the plan. Connecting East Tamaki to Penrose has been stymied by no planning and profiteering on land development that should have been ear-marked for roading. Other subdivisions are being approved without consideration of transport. This spend should ALL be funded by developers. All in-fill housing and multi-storey builds should all have water supply, reticulation supply, roading improvement levies.
Reduce cycle lanes
Reduce cycle lanes
While I see value in (and make use of) the cycleways for recreational use, I don't support spending more on them in the short term.
More roads and highways.
Yes. The staffing costs at ATA
no
no
NA
Speed bumps
On every thing else
Parking provision in CBD and mega shopping centres
Road safety projects
Roadwork
Public transport
I would to spend less on road renewals and building new roads. I want to redistribute this space to cycleways and footpaths to reduce our spending on maintenance and upkeep and encourage more people to walk and cycle.
Capital transport projects.
Reduce spend on eco-conversions until we are nailing the basics of public transport
Urban planning
Nil
Road widening projects
cycleway
definitely cycle ways on busy roads and the pedestrian crossing are a joke
Roads
Road cones
Stop spending money on expensive and unnecessary widening of already wide roads like Te Irirangi Drive. It's short term thinking that belongs in the past. Make decisions that support greater use of public and active transport. There's so many helpful infographics that show just how ridiculous it is to continue designing cities which hold the car as king - we can get so many more people around our city easily by prioritising public and active modes of transport.
Cycle ways.
Roading, and the City Rail Link.
NO
Cycleways raised pedestrian crossing at lights out consultants as they claim improvement just to justify their foes.
No
Raised pedestrian crossings
Expanding roads/lane extension
traffic management, speed bumps
No
Raised crossings, cycle lanes
Yes, cycleways.
cycle lanes

cycle lanes along roads are dangerous and not user friendly. We should look at cities where cycle lanes are part of recreation walkways and utilise Auckland's extensive green belts. Look at having bike/walk paths within green belts away from the road.
Already there are white elephants with unused cycle ways etc don't spend on things vocal minority wants
cars an allowing cars everywhere
Hop cards. enable pay wave instead.
Don't introduce blanket residents only parking restrictions. Instead allow residents only parking half of the street (eg one side) and free parking on the other side. Helps residents and visitors.
new roads
Fuel
fuel
No.
bus fees , fuel tax
Spend less on signage and also work longer hours on each project to reduce delays, which in turn increase costs.
vbucks
fuel should be less
highly polluting vehicles
get rid of raised pedestrian crossings is a great move!
fuel tax
We do not need any more large road development
Building new roads
I think there are areas where council could spend less. For example, instead of expensive and unnecessary widening of already wide roads like Te Irirangi Drive, we could use existing space for bus lanes and active modes. I also do not support the full expansion of the 'unsealed roads' programme.
Raised pedestrian crossings.
Road modification to try to squeeze more cars on
To have a fancy speed bumps is not needed. Capital projects team to be managed effectively. No accountability for poor planning and execution, stop wasting money. AT to be controlled by AC, AT along with Watercare are not controlled organisation, they are not CCOs they are OoCCOs.
Less investment in residential speed management - in particular installing speed bumps in road surfaces. These bumps are unsightly, they cause bottlenecks during and after installation and erratic driving by some who choose to swerve around the mid lane bumps.
Cycle lanes, all the speed humps or traffic calming measures, the high tech infrastructure, cameras ect that seem to be popping up everywhere, all the "extra nice to have" get back to basics, good roads, good bus/train service.
Unsure.
Less money spent in Auckland city
The road cones around the city and Tamaki Makaurau. They could be traded off for better goods. There are way too many
fuel tax
everything traffic related
Ditto.
Bike paths
For areas that lend themselves to: use the bus to get people to the train station and the train to get people to the CBD, commercial or industrial areas. do not have bus and train starting in the same area and finishing their travel in the same area.
fuel tax
speed humps, traffic management requirements for infrastructure upgrades
Captured above
parks and community
New roads.

Yes. Stop unnecessary raiding projects and cycle ways wtc
Grocery Clothes
No
Raised crossings, unless there are genuine safety concerns.
All of the initiatives above
Spend less on getting creative, (tunnels, faster routes etc) and keep the focus on keeping the roads up to standard and paying off our road debt.
Anything that benefits cars and drivers
Private transport
Nothing
road calming measures in suburban streets, road cones, random speed bumps, changing speed limits for no reason, the weird big poles AT are putting it to show where a train station is (as if people don't know in this day and age of smart phones)
Unsealed roads.
Build less new roads and less new bus lanes. Cut back spending on mowing lawns in parks. Currently council mows the lawns every two weeks. This should be changed to every three weeks. and would save a lot of money,
definitely speed bumps!
fossil fuel
fossil fuel
Roads and infrastructure that encourages car dependency at the expensive of other modes. Elderly, low income or anyone else unwilling or unable to drive depend on public transport and/or safe walking and cycling infrastructure
Raised pedestrian crossings
Spend less on speed cameras
traffic management because sometimes it makes traffic worse
no
you keep digging up the road- Stop it!
bus fares, parking rates
none
no
pedestrian crossings
no
Council to strongly lobby the government to reinstate the Auckland fuel tax which is more equitable than putting the cost on to ratepayers. Only enable Apple, Google Pay etc. if there is immediate benefit- not seen as essential
Reduce extra gold cards spend to 3:30 to 4:30 leave 4:30 to 6:00 unsubsidised
No
no
no
reduce pedstarns
cycle way bus lane
Land tax
no
Public transport
Public transport
On Roads

Q3 – North Harbour Stadium

Change the operational management

Tens of Millions, is not a word any humans of right mind will use. When getting your quotes, is the minimum. number of bids one or more? How many as a rule? Thibk this way, serving that stdium made 30 millionnaire brankrupt.

Needs to be used more to be able to fund itself. attract more events

Wasted resources are re directed

This has no real benefit to a significant potion of Aucklanders. The entire thing should be scrapped.

Council should rather consider one major stadium that is of international quality rather than trying to maintain several delapidated stadiums, which benefits all Aucklanders.

Need to analyse the benefits against the total cost for 10 years, better to change operational management for cost effective maintenance/management

Revenue from usage either during season or public usages should pay for the development.

There should be more activities to keep the stadium active everyweek to bring in revenues.
Leave the stadium where it is and complete building warrant of fitness every year like cars.

The stadium is under utilized and needs to be used more for a range of events in the community.

whatever is most cost effective and efficient

Community input is a way of reducing costs but retaining a community resource

Community groups need more access with subsidised fee.

It's not fit for purpose

you do nothing and come up with ***** plans, waste our money while shitting on your asses.

More community use would be preferred. Only option for selling and developing the land should be for affordable/state housing only.

It will be more sensible to adjust or revamped the operational methods and controls.

Ensure more use of the complex by reducing the fees charged, so more events can hire there. Divide up the areas, so smaller community groups can hire an area to suit their needs, while ensuring the whole complex can be hired for large sport or cultural events.

The stadium is a white elephant as is. It would be best for the local community to have the power to decide how best to utilise these facilities for local benefit.

Just too costly to hire stadium operational costs

Having more public uses and expanding the way it's utilized

If it's changed so the community has more say then they are the ones who will benefit

potentially under utilised

In a growing region it would make more sense to increase the uses of the stadium and reduce spending in the short term which can be allocated elsewhere.

The venue hire charge is a significant reason for the lack of use of North Harbour Stadium (NHS) by the community.

If changing the operational management of NHS reduces operational costs, then these savings can be passed down to the community as a reduction in venue hire charges, the use of NHS by the community will increase.

North Harbour stadium is not well connected to public transport so it isn't a regional facility in comparison to other stadiums in Auckland.

Cut down on costs

Can sell some of the stadium land

To ensure the greater use by the community.

Q3 – North Harbour Stadium

Change the operational management - Other

Waste money

demolish it

Get rid of the harbout and make it fully self funded

Consider redeveloping the stadium precinct

Redeveloping the precinct will bring money.

Stadiums sit unused 99% of the time. Reuse the land into an area that gets a better return vs use access and transport to/from is difficult. maybe defer funds to other venues

We don't need north harbour stadium, in my opinion, and redeveloping the land while maintaining the community sports fields would be a wonderful opportunity to evolve the north shore. The land sits right next to a sprawling retail centre and neighbours NZ's most successful public transport project this century (the northern busway) and it provides a perfect location for dense houses, whether that is done by kainga ora, eke panuku or private developers like Ockham.

Too many stadiums in Auckland - no central plan

It needs much better public transport and parking to get to it. It's so hard to access in any good amount of time from this side of the bridge.

Make the precinct more usable for the community

Dont sell the land. Develop and rent. Future income trumps short term.

We have too many venues in the wrong places. Starting the process to rationalise these makes sense.

It's a poorly placed stadium with poor transport links and limited parking. The stadium is outdated and the cost needed to get out to a reasonable standard outweighs the benefits of reusing the space

Apart from North Harbour Rugby, and the FIFA world cup's there is little need for this stadium. We have 3 stadiums and 2 arenas in Auckland and this is the most out of the way for most Aucklanders, and the second hardest to get to. The better investment would be to sell this and use the money to get a waterfront stadium

North Harbour Stadium should be redesigned in a way that better makes use of the space it takes up. Redesigning the space to create a center of community activity could breathe new life in to it. Creating a community sports centre with public transport that links the university, nearby mall and nearby park and ride, could create a hub of activity for local sports groups or individuals who want a place to work out outside. The addition of increased public transport could lead to a reduction in the number of carparks required for both the stadium and the mall. An expansion of the nearby Albany Lakes Civil Park or Hooton Reserve could be an opportunity to plant native trees and reinvigorate a commitment to local conservation. Increased walkability and cyclability around the area could foster an environment of health and change.

Waste of money

That stadium always seems under used, so we need to use it, or sell it

Depends on populations as well.

Redevelopment will create an opportunity for the council to develop more sustainable revenue sources, increase housing provision and adapt the site to a wider range of uses that serve the community.

DO NOT SELL ANY LAND. DO THIS FULL DEVELOPMENT WITH PARTNERSHIP FUNDING

Easy to expandya and renovation then building new one

I don't believe this stadium is good value for money, but believe that the space could instead be used for housing while the stadium is reconsidered for the value it brings to Aucklanders and how it could be best utilised.

Cost of maintaining it as it is too high

If the stadium won't be fit for purpose in 10 years' time, better to develop.

support community

Increase tourism maybe, also Eden Park is a bit small compared to other countries stadiums.

Auckland is in need of smaller boutique football fields both North and South of the bridge. North Harbour stadium can fill that requirement. We need 10,000 seat stadiums not 70,000 seat ones.

Not utilised enough

Make it more of a community asset by varying the ways it can be used.

It needs a new look

North Harbour Stadium is dilapidated and out of date. The destructlon of stadium bowl to accommodate a minor sport proved a waste of money and removed the venue from consideration for hosting FIFA or World Rugby Events to the standard of the 2011 Rugby World Cup or 2023 FIFA Women's World Cup. If Council is to spend money on this venue, then do it right the first time. If Council cuts corners it is kicking the can down the road for a future local government to fix anyway.

Redesign it to cater for more sports, both indoor (eg, pickleball) and outdoor. A home for Auckland cricket?

<p>Sport Auckland favours re-development of the stadium to suit the needs of the community, using the \$33m that has been earmarked for capital maintenance over the next ten years. A more suitable boutique stadium that seats between 8,000-10,000 people and has more community use and availability far outweighs Option 1 of keeping the stadium precinct as it is.</p>
<p>A grandeur and waste of money</p>
<p>We have got potential to develop that stadium to contribute to our community. Let us redevelop it to make optimum use of it.</p>
<p>The resources could be much better used.</p>
<p>The stadium should be closed and the land sold.</p>
<p>There are a total of four major stadiums in Auckland. Three are owned and operated by the council: Mt Smart Stadium, North Harbour Stadium and Western Springs Stadium. The fourth is the independent Eden Park. The Auckland region faces substantial costs to maintain and operate the stadia in their current configuration and the current operating models are considered to inhibit optimal utilisation and decision making. Some of these venues are under-used and don't make enough money to cover their operating costs. The 2020 Independent Review of Council Controlled Organisations identified that Auckland has "four under-funded and under-utilised stadiums." The Review also identified that a single operator approach is important to maximise opportunities and efficiencies.</p>
<p>A Political Working Group formed by council is assessing expressions of interest for a National Stadium based in Auckland. A future decision around Auckland's National Stadium may also affect how the regional stadia network operates collaboratively in the future.</p>
<p>North Harbour Stadium is the least utilised facility in the Auckland stadium network. Attendance at commercial events and matches at North Harbour Stadium was approximately 10% of the number of fans who attended similar events at Mt Smart Stadium in the 12 months to July 2023. Sports organisations and concert promoters do not hire North Harbour Stadium for commercial events and matches as in their experience it has been that it is too difficult to attract fans to the venue – in comparison to other venues in the network.</p>
<p>Under this Long Term Plan 2024/2034, the council is consulting on two options for how to get the best community outcomes from the North Harbour Stadium precinct.</p>
<p>We support Option 2.</p>
<p>Under Option 2, it is proposed that Council redevelop the North Harbour Stadium precinct to better deliver for the needs of the North Shore community, funded through reallocation of the \$33 million, the sale of some currently unused stadium precinct land, while retaining the existing community playing fields. We understand that other external funding will be necessary to achieve that. We also agree that the operational management of the stadium should be changed to ensure greater use of the facilities by the community.</p>
<p>Stadiums are useless unless there's a good use or function for them. No need to keep it going if no one is using it. Either change what it can be used for (or increase number of people who can use it) or redevelop it. We need recreational space. So do not use support use for developing for residential or business. However not another golf course. I like something like Trusts Stadium in Henderson where people can use it when it isn't booked, unlike Eden Park where it is closed to public (I realise it isn't auckland council owned. using it as an example of something sitting empty unused unless booked). When not in use or booked, let schools, community groups or public use for free. let schools and community groups book it at discount.</p>
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<p>It's too inconveniently located and is unlikely to be serviced by rail anytime soon.</p>
<p>So more people can enjoy it</p>
<p>It could be a good opportunity for change in the north shore community</p>
<p>No use</p>
<p>Not required</p>
<p>Not required</p>

Does Auckland not need a proper covered stadium with capacity of 40000 for future growth. Eden park not fit for purpose as well, so proper stadium policy.
To consider the community feedback such as the accessibility environment impact
Community feedback be considered such as accessibility, environment impact
to make more houses

Q3 – North Harbour Stadium
Consider redeveloping the stadium precinct, Change the operational management

I've never been to anything at North Harbour but it is close to a transport hub. If it can be better used without knocking it down that would be the best option.
Keep the community playing fields, but the other land could be redeveloped into mixed use commercial and housing. This would increase revenue to fund better transportation options.
It is an under utilised piece of infrastructure, so it could be off-loaded from Council's books.
Must reduce the cost to operate i.e. Ratepayer contribution... Income and/or OPEX, by either achieves that.
Selling part of its land while keeping the important playing areas intact along with changing the operational management is the most balanced and viable option available under current circumstances.
The stadium is hardly used and is expensive to maintain, this facility doesn't meet the needs of the community currently which is why it is underutilised.
We should be sweating our assets or getting rid of them. If expert advice shows redevelopment can increase use/revenue/experience for AKL'ers - let's do that. However, we should consider transport to and from the venue from central/south/east Auckland IF it is to attract bigger crowds.
can't have an asset like this under utilised. Better to get some coin for its use than have it sit there doing nothing.
too many stadiums for the population of Auckland.
Auckland struggles for Green sporting spaces, the stadium itself is hardly used, remove the stadium, return it to alternate green spaces, frees other fields for development.
I have used this facility a number of times and agree with those who think it was poorly setup originally. I would want to see less money poured into it's operational costs annually. Would like to see it used more by the community and wonder if Akld Cricket would be interested in using it once it has been revamped. It seems to be an awful waste of public money just leave it sitting chewing up our money. If there is no suitable alternative use for it, then we should reduce the 33 million spend and tear it down and use as sports fields etc.
More community use is good.
It seems the best option given it is very costly, under utilized but has huge potential.
It isn't used often enough to justify keeping things as is. Put houses on this land or change the management so it gets used a lot more
It's a great location and resource so don't want to lose it but facility mismanagement caused the loss of baseball from that site. Developing it so it is well utilised and a desirable, accessible destination is preferred and protects its current value and past investments.

Q3 – North Harbour Stadium
Consider redeveloping the stadium precinct, Other

Sell the stadium
Perhaps a sale could be useful.

Q3 – North Harbour Stadium
Keep the stadium precinct as it is

Good for sports on Shore and a Great venue.
It is adequate. Rasie money from ticket sales for further development
Security is a MUST, safety is the first, others are useless
I really couldn't care less about the north shore stadium. If the north shore want it, they can fund it.
Is there are better stadium in North Harbour? NO!

If it ain't broke why fix it?
do not make any changes, how many even can be done there? how many people can afford the cost under current living expenses?
Save money
If the council have no financial ability to do it, just leave it!
We're all having to tighten our belts... as should the council.
How widely is that stadium used?
We can't afford expenditure on sports and events. We need to maintain and use what we have or sell them to private operators
Because I don't live on the North Shore & have little interest in sport.
All the fund should be used when they have events
Once it's gone it's lost forever
No point to have a new one
if the users of the stadium cant pay for it I would be happy to close it down
i dont care about a stadium on the north shore
No need to put money into it more important things need money
As the city grows, it will need this facility
It's one stadium where there is no straight forward public transport to access it. Why put more money into it when majority of auckland can't get there without it taking hours.
I don't have anything to say on this
Not the priority right now.
Because it delivers better for the needs if we redevelop.
West Auckland is seriously underinvested. We have one public pool, a lesser stadium, a poor-cousins version of a northern busway that doesn't include dedicated bus lanes, and our hospital (Waitākere) has limited services forcing residents to travel to North Shore (a hospital which is further than Auckland Hospital!) and resulting in extra travel costs and less access to visitors, all while the region is rapidly growing. If there is funding to develop, it should go to West Auckland, North Shore is already well served.
Other priorities such as transport and the environment seem more important
Couse i like it
nope
spend more on clearing the street
No one really goes out that far (illegible) expensive
not spend more money on the stadium
spend less its not need to pay money for it
not helpful to redeveloping and waste money
because its useless to spend money on it
I am not sure but I think the stadium has enough money
The stadium is need for everyone
A stadium would help Aucklands economy by creating more jobs from start to finish.
Symbol of that region

Q3 – North Harbour Stadium

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

Stadiums are not used much and occupy a lot of space and are expensive to maintain

We are in a cost of living crisis, so money does not need to be put into projects like this that benefit a minority. If money does have to be invested, let's make sure that the community are getting the greatest benefit possible

Why are no concerts ever held here? Someone needs to ask the questions on what the land would be redeveloped into, and/or what other purposes could the stadium serve other than for sporting. Redevelop it into Disneyland or a theme park, or a motorsports park.

The operation management must run the stadium profitably They should hire out the venue for rugby cricket football volleyball tournaments obtain sponsorship and give prizes to best teams Charge a fee for tournament participants sell alcoholic beverages food and also have gym membership on the premises
Infrastructure is already there.
There are more and more people living on the North Shore and a dedicated stadium precinct for them is needed. That alternative is they all have to cross the harbour
The stadium precinct has shrunk and developed significantly over the years, and now you want more and different development. Next council will change priorities again. Any development to generate income for council is detrimental to local atmosphere.

Q3 – North Harbour Stadium Keep the stadium precinct as it is, Other
Sell of surplus land,

Q3 – North Harbour Stadium Other
It's a waste of money
I do not support spending any ratepayer money on this white elephant
Sell the stadium
I do not give a ***** about the North Shore
Is it necessary
Sell the land and use towards balancing books
Waste of money - sell to developers.
Axe this stadium - remove the majority of the stand and lease it to a local amateur rugby or soccer club. Leave seating for 500 people.
We don't have the money to redevelop
Ensure more of a multi functional stadium by encouraging other sports and cultural/ event eg music events
I dont use it so sell it, put houses on it so people can have a place to live
i don't care or have any use/need for north harbour stadium
I don't know
Sell it to a private operator
Change the management to a public-private management, where businesses promote and sponsor events Even sell the stadium to a private company. Auckland council needs to get out of owning and operating stadiums

Q3 – North Harbour Stadium I don't know
not living in that community and not likely will use this facility. as long as i don't need to pay for it, i'm ok with either options
I haven't been there, I don't understand
I don't visit the stadiums so not comments.
It's not in my area.
I don't know enough about this issue to comment
I'm not a massive sports fan. I know people are, I don't have an opinion either way.
I do not know enough about this.
not particularly interested in development of said area
I haven't been to this facility and know little about its use. Would seem to be important for those Aucklanders who use/live near the stadium to inform council of best options for this site.
Live far from it and have never used it

don't know the area
I was not aware of this issue not being a resident of north shore
Because this makes no fiscal sense to sell any of our land and then have to rent it in the future. When our economy and country is in a better financial situation, we can decide to put money towards funding the stadium to be redone.
I don't think it's useful
I haven't seen it
i don't know but i think leave as is.
Have little interest in this facility + no time to read up on it. Any decision should be well informed + prudent
Not interested in North Harbor Stadium
In a more practical sense, use public transportation when commuting to work. Please adjust the scenery and conditions that can be used.

Q4a – Auckland Future Fund- AIAL

Q4a – Auckland Future Fund- AIAL Proceed with the proposal	
Makes sense we don't need shares in the airport	
Selling our shares in the airport would allow us the funds to make massive infrastructure changes that affect our long term city. Yes the 6m per year is good but we need large amounts of money now to kick off import changes.	
Self insurance is a good idea, but we may need to grow fund further for future growth. Perhaps a small levy in rates added to grow this. ie after Year3	
This coalition government has cut funding to the Council by abolishing the fair fuel surcharge. We need to sell shares.	
Diversification of investments is good	
We need to have a healthy reserve because there will be more environmentally damaging events	
In theory yes. But don't want to see that scam of sell some asset to private entities and end up paying a rent for a minimum term (ie, Chicago parking). Provided council owns the land, it's probably ok.	
As a Future Fund, perhaps it could invest in property itself and achieve revenue for the council through New Zealand's obviously best investment method. Built to rent housing, etc.	
If any councilor has a better idea to raise finances, let Aucklanders know?	
There's no requirement for Council to own these shares - it's a concentrated risk. It's Government role to protect a national asset and to also prevent anti-competitive behaviour.	
We need \$\$.	
Sell it and pay down debt.	
Savings passed on to the rate payers	
i think this is a smarter/proactive way of managing public money. opportunity to off-set inflation.	
Clearly council isn't capable of handling this. At least an oversight by an external funds management should have some tangible benefits.	
Diversified investment holdings are typically better than investments in one or two areas.	
Provided that there is control as to ethical investments and there is a specified limit on management fees and admin costs and the fund is held subject to regular review by the council	
1. Diversification of risks; 2. Flexibility of the fund; 3. The Council needs the money!	
it just works.	
Because the Council is prioritising mainly good things for the future of our society. Also being able to raise money for the rest of the future plan seems like a good idea.	
From an investment point of view it is a no-brainer to me that we would want to diversify the shareholding to reduce the risk	
More collaboration, more funding/return.	
A fund will increase resilience and opportunity for growth of the council's assets, allowing for strong funding opportunities in the future. Rules around how the funds can be accessed and spent must be established to	

ensure they are not relied upon to reduce rates or increase risk to the council and instead be used to fund greater provision of services.
we need an Auckland Future fund to further fund future projects and lessen rates increases.
Selling the shares seems to be a more economically viable solution.
Len Brown and Phil Goff have wasted taxpayers money we need to correct that and keep rates low
Council needs the funds
Removing unproductive assets into more productive returns is beneficial. Which knowing we can build another airport if required.
I support this idea and believe it is a strong financial mechanism to bring value to Auckland Council while retaining ownership of key public assets which is critical to long-term strategies.
Lease option sounds good
think all of the improvements would be beneficial
sounds good
AIAL doesn't need council's investment - let private firms carry the can.
This sounds a logical idea, but I wonder what will happen with future Councils, if they find they are very short of income, will it be easy for them to access the funds? What would be the reason to access the fund or would the income from the fund be the only money available?
The proposal of the Auckland Future Fund is a novel idea to get better investment out of council assets. I support looking at more initiatives like this, that are outside the square, to raise funds and secure our financial future, than just hitting up ratepayers or taxpayers for more.
It is a good plan, agree with all of it.
To improve the Auckland Council at being more helpful with resource toward community in case of disaster
Maximize income.
We need it
It makes logical sense.
What matters is the return on investment to support council operations not owning the airport.
I am very supportive of investing in the future of Auckland through an invested fund. Particularly if this is independently managed with expertise and at arms length from politicians.
Not core council business unless the returns are there.
Use the cash to reduce debt and reduce rate
Better diversification for better return on investment
Still very unhappy that Manukau City's shares in the airport are being sold to solve the budget crisis that the rest of the city created. The poorest part of Auckland subsidizing the rich. How convenient.
To protect the value of the councils major investments
to proceed with the proposal
it will increase the money for us
it will increase the money going to NZ
i like the value and priority for diversification of communities.
make or improve better use of our existing transport network
They are good with funds
This move will allow for diversification of investments and potential high returns.
It is better to operate the airport publicly rather than increase private ownership. I think it's good. In favor of increasing council payments
The water fees, property taxes, electricity bills, and prices of goods are all increasing. It's really necessary to sell some assets to alleviate the pressure on people's livelihoods.
good proposal
The reason are all of the above
Privatisation improves efficiency.

Q4a – Auckland Future Fund- AIAL

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

Council shouldn't be investors, they do not have expertise in this field.

Not at all supported by me because it's purpose is to empty Auckland Council's pocket. To sell airport shares, you don't need to set up another organisation to waste more of tax payers money. Auckland Council is a legal entity, it has the right of buying and selling anyway. Stop your brain storming in spending, think cutting it back.

this appears to be a continuation of asset sales under a different name.
I disagree with asset sales as they are only ever a temporary solution.

Security is a MUST, safety is the first, others are useless

I don't believe in selling investments for short term gain

Auckland airport shares are valuable and a good nest egg for council

Asset sale, even if it is to transfer the value into a diversified fund is probably not worth it in the long term.

Don't sell assets! Always end up regretting it later.

Dont like

This is an income stream. Stop selling income sources to realise short term gains.

No. Its an Auckland asset that can be retained by not wasting money elsewhere.

AIAL should remain govt asset! Why spend money on a new 'org' to manage something already in pace.
Waste of my hard earned rate money.

I am opposed to selling public assets, particularly to wealthy corporations or individuals. They have been built up over time by previous generations. Morally, they are not ours to sell for short term gain.

Am not happy with selling off assets.

Auckland council is hungry for money and need to pay the staff less to get more money

The remaining shares should stay within the Auckland Council, as a strategic asset

Stop trying to sell assets. Council needs income owning assets. Cash will just get wasted on cycle lanes or other useless proposals

Another way to get more money from taxpayer

Waste money

Because I do not believe there is a good robust plan in place to manage this fund. Nor is this plan very thoughtfully planned. It appears to be a hasty plan with little practical details. This leads me to believe that this fund will be misused and not get the desired outcome.

Selling assets is a short term solution with long-term disbenefits.

Why wase an investment that can be lost. I think that this would enable people to get rid of investments.

Get rid of shareholding in Airport.

what climate change? NZ contributes 0.14% of climate impact and yet you are changing strategy on th basis of something you cannot impact. Truly stupid

you do nothing and come up with ***** plans, waste our money while shitting on your asses.

we need better airport runways & accommodate more flights.

Stop selling OUR income earning assets. WE have paid for Auckland's assets several times over. This Council (Auckland) has sold off too much already, with nil improvement to services, more rates against incorrect property values! We need our community halls, small parks, and any income earning assets. Create MORE income earning assets as has been done previously. DO NOT SELL OUR ASSETS.

Will not corporatise public funds/resources

Do not sell our infrastructure.

Commonsense, there is one New Zeland, we have limited highly sought after land,
" lease your Capital Assets, invite foreign fund to develop it, working partner ship, generating revenue stram, retaining controll

AIAL is a key and unique part of Auckland. The value of this investment will only increase. I am against selling Council shares unless absolutely the last resort for raising funds. Council should maintain 5-10% ownership perpetually to ensure AKL'ers voices are reflected in matters at AIAL.

I would rather the money is spent on infrastructure at this time. I also don't agree with further airport share sales so do would want a minimum threshold for and shareholdings to be placed on any strategic assets in the fund.
Money for services
Isn't the share income going to increase? Air traffic is booming!
I son'r support selling off the city's airport shares or leasing management of the ports. This has not gone well where it has been enacted in Australian cities. These assets will increase in value over time. The Future Fund proposal is also overly optimistic about the income the fund would make. It's risky and once the assets are sold, we won't get them back. We should continue to pressure central government to change local body funding (no GST, central government paying rates) instead.
The airport shares have paid good dividends in the past. They're a strategic asset. I have major concerns that the Auckland Future Fund would just be chipped away at over time for reactionary funding rather than being used strategically to move towards a low carbon and resilient economy and city. Additionally, with no ethical parametes set for this fund, we run the risk of investing in companies that will make the climate crisis worse.
Selling assets to pay for a fund 'nice to have' assets does not make sense. Aucklanders are more economically savvy than the council appears to give them credit for. The numbers on this fund don't seem to add up in light of the assumptions made to income from the fund without explanation of any underlying costs that may result in less income than projected. Questions about the economics of this fund are not satisfactory.
You want to set up another expensive CCO with huge salaries & gamble with other peoples funds
Selling our interest in the Airport is a retrograde step. It is a good investment and we should support it by keeping our investment in it. There is no knowing who would buy those shares too, exposing the airport to unfriendly ownership.
Airports are a fantastic investment, selling is insane
You are not fund managers and have no expertise in fund management. You have asked fund managers for their opinion - of course they will tell you it's good as they will make money from this not Aucklanders. Those fund managers will buy airport, port etc shares anyway so it's very foolish to liquidate all the assets the city owns - and it is also for future Aucklanders too not just up to this council to decide
na
keep the shares
Why convert assets to cash, makes no sense
This is a con-job to create an arms-length structure to sell off the port and airport holdings. This has been an aim of our mayor and since he was thwarted directly he is trying a back-door approach. It should absolutely not be established and the mayor should be sanctioned for trying to deceive the public of Auckland
The airport shares are a strategic asset that has paid good dividends in the past and will again in the future. We are also concerned that the fund would be whittled down in time in a reactive way rather than being used strategically to transition to a low-carbon and resilient economy, and city.
There are currently no ethical parameters for the Future Fund, so it might invest in companies that exacerbate the climate issues that the fund is designed to address. Investing in a non-ethical fund may jeopardise council's access to low-cost infrastructure loans via Green Bonds. if a fund is established it would be good to see it have strong ethical principles like, e.g., a commitment to not funding any fossil fuel projects.
Surely selling airport shares or port leases and reinvesting in similar operations is of no gain. These can be transferred to a future fund as is, they will organically grow in capital while returning an income. Further investment in more diverse fields will get a more even capital growth and income return.
Short term gain only
It is vital that people of Auckland / council retain a share in the AIAL and some control/voting rights over the primary entry into Tamaki Makaurau and Aotearoa. The transfer/sale of the shares (at today's market value) is a short-sighted plan, the funds generated will decrease in value as inflation/CPI fluctuates, also be eroded by fund manager charges, leaving only the slops of the "Auckland Future Fund" for use by the rightful recipients & benefactors - the residents of Auckland super city.
Short term thinking!
Council should take a long term view and retain these shares.

The fund would invest in the same sorts of major assets that are being sold to fund it! It's completely illogical.
I agree that we should have a fund but it's incredibly short sighted to sell the AIAL shares, as these shares generate revenue for the Council, however small.
All future funds start with the best intentions, but future councils draw down on it to pay off debts. We need to retain our critical investments and only sell the ones that are not critical to Auckland or NZ. This will ensure that dividends stay in Auckland/NZ and not be sent overseas.
I don't think this is the wisest approach to solving the financial issues the council is currently facing. Taking on more debt is possible and should be considered.
This is akin to selling your house and using the money to rent it back. Eventually all the assets and the funds relinquished by the sale are gone. The forefathers of Auckland City had foresight to provide lands for parks and to invest in the Auckland airport and Ports of Auckland... ensuring that access to Auckland via the Air and sea is protected for future generations.
Why create another CCO when on the other hand council (or perhaps the govt) feel CCO is not fit for purpose and are trying to get rid of AT. Why create a structure that seems to have more cost (someone to admin the fund, the CCO structure needs to be created and administered) to it than just do it now without creating more cost.
Just do it but ring fence it without creating and adding to administrative costs.
Why create another CCO when on the other hand council (or perhaps the govt) feel CCO is not fit for purpose and are trying to get rid of AT. Why create a structure that seems to have more cost (someone to admin the fund, the CCO structure needs to be created and administered) to it than just do it now without creating more cost.
Just do it but ring fence it without creating and adding to administrative costs.
Priority should be on sorting out public transport first.
The council should maintain a controlling/ an interest in key Auckland assets.
may be will be difficult for the council to manage this funds
keep the shares in NZ
It didn't work previously No mention of trust holding in perpetuity for future generations Loss of control of what is Auckland
if they keep council investing at auckland airport is good because Airport will get the money if needed to expand or upgrade and keep the Airport running smooth.
We are againsts privatisation.
We want council to be independent

Q4a – Auckland Future Fund- AIAL
Other
As stated it is vague and incomprehensible(to me anyway)
Establish an Auckland Future Fund, don't sell the AIAL shares.
I think that the fund needs to ensure that it is following ethical investment standards and isn't investing in fossil fuels, weapons, and other unethical investments. If it meets these standards, then I'm happy with it.
provide a funding source to mitigate the risk posed by climate change and other major environmental challenges, and change how we manage our insurance
I think the broad idea of an AFF is a great idea to promote our city being in a more sustainable economic situation. However, I don't agree with the way that it is proposed to go about, and I agree with many of the criticisms that the NZ Herald's Simon Wilson made in this article: https://www.nzherald.co.nz/nz/simon-wilson-wayne-brown-the-auckland-port-and-his-questionable-future-fund/UDYKW6PTEVBM3IUMJXXDNMHYUE/
Keep it as it is.
Take more time to consider the pros and cons of this plan. It feels like a new idea which has been put forward by the mayor. There may be better options for Auckland.
Invest in a passively (low management fees) index ETF.

Consider promoting the stadium and not just for international games Allow stadium to be used for community events, international event and for non-sports related activities.
Sell the shares and invest in water and transport
The shares should be sold to ALL rate payers or ALL rate payers to buy them and not to be sold to any overseas investors but to invest to New Zealanders only who lives in NZ. If they leave the country, it is mandatory to sell the shares back to nz.
Sell the full holding 100%
Manage Auckland international airport in a more cost effective and efficient way
The Fund is a good idea. But I don't like the amount of AIA shares that are being sold. This could lead to something down the line that leaves Auckland in a worse place.
Support a partial sale only
In principle, I am okay with this proposal. I am overall concerned however with the council's inability to spend wisely and frugally. If past experience is anything to go by, any funds available in the "future fund" will be spent frivolously.
proceed with AFF but not having a stake in airport/gate to Auckland and NZ for most international visitors and local travellers is a risk for the future.
establish an Auckland Future Fund and transfer Auckland Council's shareholding in Auckland International Airport Limited (AIAL) into this fund but do not allow the sale of AIAL
I support the proposal except that Auckland Airport shares be transferred and keep by the fund for perpetuity (never sold) and the fund gains the dividends from the shares.
Dont sell, professional managers cost money
I believe at this stage. It is more important to pay down debt. The most efficient way. Whether that is through earning many dollars over time or if it is prudent to sell the shares and pay debt off now. After all I thought that was one of the platforms that the mayor stood during the election, wasn't it? But this is all very complex. So no simple answer when you are trying to protect council's investments etc.
There is not enough information on what the Auckland Future fund is, what it entails and what we get as Aucklanders as a result of it going through with in. BE CLEARER
Because I don't think we should be selling any of AIAL shares.
Never sell airport shares.
Proceed with the proposal as best as possible without including,using or selling our airport shares
I don't oppose a future fund but support climate change mitigating as a high priority in any case. Don't proceed with transfer o AIAL shatreholding. This is a transfer of the responsibility/decision making to a fund manager to avoid democratic process and accountability. We should retain influence over the airport + port Oppose lease of port.

Q4a – Auckland Future Fund- AIAL

I don't know

I think having some form of control of our airport is a good thing.
I do not fully understand the implications
insufficient information and thought put into this!
Don't know enough about shares and return of these shares.
I'm not that knowledgeable in the sector
I am not sufficiently literate in economics to comment on this. However, A broader-based source of funds to maintain and improve city assets does seem a sensible idea.
Not interested
I don't know
I just don't understand the potential risk of not owning the airport shares well enough. But I do very much support a future fund - and I think the concept is good, but how the AIA shares are dealt with feels hard to understand.
I'm not sure which of the above options would be the most sustainable and equitable. I support whichever option is most likely to have the best outcome for the most vulnerable Aucklanders and the environment.
I haven't seen it(I didn't bring my glasses today)

no i don't have much about it

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

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

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

Leasing brings in revenue, reduces costs and helps Aucklanders

Improved dividends would be nice, but as usual, political moves may reduce these dividends, so back to square one.

Good idea. Also, MOVE the ports, We need to make the whole of the CBD shore available to the public.

Good to diversify

As long as the terms are favourable to Auckland Council and the asset is still owned by Auckland Council, the city can use the funds to transition into a more profitable city via densification and transport initiatives.

Leasing should provide more flexibility to manage the port operations freely. Council is not capable of properly managing the operations of the port.

Realistically Auckland Port needs to move. The current location creates major bottlenecks within the transport network - Which city in the world has their largest port sitting in its CBD?

Private operators are more efficient

We need an option to keep rates low. Lease it out short term, under our terms and conditions to generate some funds to keep rates low. Or you're going to end up with a revolution of disgruntled ratepayers which will be far more damaging to the economy.

It will create more revenue for the city. Must be leased out to nz companies not overseas

the Ports are ugly and Council is not interested in doing anything with them, so just make money from them instead.

I support the future fund idea

Use money wisely

Because it allows funds to be made available for the AFF

Also use some of the land to build a waterfront stadium.

Let the business people do the commercial stuff while the Council focuses on governance.

The cost living is already too high for lower middle class onto of the current rates.

lower rates

This can reduce taxes

I believe the port should not be in the city centre and eventually needs to be moved to another location or closed with reliance on other North Island ports with rail access to service Auckland's shipping needs. Any option must ensure the council have the flexibility to end the lease early and allow progressive development of the port lands into publicly accessible spaces. However, I recognise that the high upfront cash injection to the AFF is required to create a viable and valuable investment platform and it is best to get this off to a strong start to enable funding for this development in the future.

more funds for the Auckland Future Fund

Commonsense

It is very important to retain control as you might not know the future profitability that Port of Auckland can deliver. Leasing to a more efficient operation will ensure that it always operate profitably.

Auckland Council has wasted its taxpayers money No constructive work has been done

Retaining the ownership is critical to our long term plans, while a long-term up front lease would provide significant benefits for investment. I would want to ensure a robust procurement process to make sure the group operating the port is committed to strong social and environmental principles and operates the port in a way to make Aucklanders proud.

Could be good for the city's productivity

The land is an asset - the Council is a landowner - we do not typically see CCO's operating as effectively as standard LTD's. With protections in place, POA could become a similar venture to AIAL.

The current system is not working

Seems like a sensible action as returns are high, and rates are decreased.
not sure
We need funds NOW - Auckland is broke - we still retain ownership, but it doesnt need to run the Ports - set up competition and get the Ports running efficiently
As per 4a
It makes sense to do so
As long as we retain ownership and the lease has a expiry of 30-40 years, this seems a beneficial plan. Retaining ownership is vital though.
Better return. But the process must be well managed and evaluated over time with future legal change built in for use if necessary.
Better returns. Needs to be accountability and repercussions for management of the port under lease arrangement
If it helps to lessen rates increase
Also need to ensure as part of the lease agreement that it does not substantially increase costs for importers and exporters therefore passing costs to the wider economy/consumer.
POAL should stay in council ownership.
If the financial condition of local government is urgent then a short term cash injection is useful. The Port of Auckland track record financially and operationally is not good so how is that going to change in the short term?
The Waitemata Harbour is (could be) an economic, tourism and environmental jewel in the crown of Auckland Tamaki Makaurau. The ownership of port land and wharves should remain with Auckland Residents/Council and used to generate a multi-generational income that benefits Auckland City, it's residents and (hopefully repeat) visitors to the city.
Ned return oin the funds that are tied up in the investment
We need to capitalize on the wharves and the potential profit they could turn - and if there genuinely is no viable alternative to its current location this seems appropriate. The lease could be canceled if needed too.
Good way to raise urgent funds for Auckland
this will allow council to implement their plan to deliver more profits and dividends
this will makes council get regulars income to spend it public services.
The third party who has more management experience
need money to reduce rates
by leasing the port, the council would be able to comfortably work and invest in other projects
to use the money council gain to improve the public transport, parks and streets
in the first of the month
no
no

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

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

maintain ownership of ports and shipping
Leasing port will generate profits for Private firm as these firms will increase cost which will impact rate payers and take profits offshore. Melbourne and Sydney where DP world operate is a prime example
stop privatising assets paid for and owned by generations of the public. Privatisation reduces service to the nation and just makes profits for bastards like John Key
We shouldn't sell this asset
I do not support asset sales. Even leasing the operation of the Port would be a gateway to the sale of it when the lessees run it into the ground to maximize their profits on it.
Long term investment

If the Port is not performing to expectations, hire proven professionals to run it. The monies the ACC receive presently must be of some relief.
Long term we should control the Port and get dividends each year.
If it ain't broke why fix it?
Keeping council operation gives more flexibility to improve the waterfront layout earlier than 35 years into the future.
council should continue operation of the port as part of investment. dividends can be transferred to the Auckland Future Fund as secondary investments. this might be a more effective/aggressive way of boosting our income under the fiscal challenges we are facing.
The port company is making excellent progress under new leadership. Change to a lease model will only create disruption.
As previously explained.
Stop trying to sell assets. Council needs income owning assets. Cash will just get wasted on cycle lanes or other useless proposals
I think costs will go up if the port is run by a private company.
This is aging infrastructure. Will the lease include maintenance at a sufficient level? Look at KiwiRail - this was sold and immediately left to fall into disrepair by its owner. Will a lease allow continued public use of Queen's Wharf etc or will we end up paying for our own facilities.
I do not agree with a 3rd party as lessee being involved. There is more control and continuity with retaining underlying ownership
I disagree with a 35 year lease as we would lose control of a strategic asset and piece of land on the water front that could be developed into a better space.
Want to keep the port directly under the council so environmental changes can be made more quickly and easily if needed
Increasing more land will improve trading from/to around the world.
1. Why should an overseas company profit from our asset? 2. The Port is meant to now be more profitable after major, costly improvements 3. The Port is a reflection of and first impressions of New Zealand. Do Aucklanders want 'chinese' control of Auckland Port? 4. Tying in a foreign investor - what would that return? Surely not more than direct profit or why would they invest? Are we doing it wrong? Why are Maersk making more than the ports? 5. A lease would prevent any changes that Auckland/New Zealand may prefer in the future. a) Moving the port b) Prevention of more harbour take-over c) Improving downtown Auckland
I think we will get a better result if the council is constrained in what it can spend, as opposed to suddenly getting access to a whole lot of money for "investment". Without clear vision of what the "returns" will be, I suggest maintaining the status quo.
The port is a belonging to the people it is not for sales.
Selling of assets for a lump sum is dumb
I don't agree with the establishment of the Auckland future fund.
Port of Auckland is a crucial asset to the people of Auckland, keeping the port as it is, means keeping people jobs and leaving the ports owned by our own people. Don't sell the port.
The city should retain control of managing the ports. Where these have been leased out in Australia it has not gone well. We don't want our port being run purely for the purpose of making profit with no concern to social and environmental implications.
I'm not in favour of leasing the port as we'll be privatising it for the foreseeable future. We'd lose control over an important and strategic part of our waterfront and the income from its profits - which were \$52 million in 2023. There's also likely to be worse outcomes for port workers and higher costs for NZ businesses and consumers.
The council needs to up its game on ensuring that the Ports of Auckland do deliver a profitable outcome for Auckland.
Lack of trust in your predictions more costs in set up useable functions on the released wharfs
Stop privatizing the wharf and reduce expansion on the harbour
There is no benefit as goods will cost more as prices for shipments will increase. Profits will go overseas and thus can be seen in Melbourne and Sydney where container costs have risen substantially. Essentially liquidating this important asset is a very foolish idea and short sighted - there will be no benefit long term due to increased costs and no contribution to council funds from port operations

Retains ownership of the asset
na
The mayor seems obsessed with the ports - not sure why
I favour public ownership of such an asset.
I have already submitted at length on various aspects of the future of the port and ran out of space. My key point is that it is very risky to surrender major influence on how the port operates and contributes to our economy and environment for such a long time and almost certainly to very powerful multinationals. The council should continue have a majority shareholding and to appoint the port's directors as it did recently to improve safety at the port.
I feel like there is a lot of risk in leasing the port out for such a long term. Auckland Council will lose a lot of control over the port and it may not offer good employment conditions or have a focus on reducing emissions in that scenario. I also think the port operator will not be motivated at the end of the lease to do a good job, and so it may be that council gets a port back which has been run down for the last 10 years with almost no maintenance.
Surely this is another operation that could be transferred to the future development fund. Once the lease is sold then there is no further ongoing income.
Concerned that a 35 year lease means that we cant repurpose the land for other uses creating a great waterfront)
It is important we maintain control over the port and its land which would be much harder if a company had an operating lease.
POAL is a critical asset for Auckland & NZ. It's dividends currently stay in NZ and help reduce the rate payer burden. If AKL Council sell this, there are no guarantees that the new owner/Leasor will keep investing in AKL and also keep the cost of shipping goods lower than Australia. There is strong evidence that an overseas investor will want to recover their \$2.1B within 2 to 3 years and this cost will directly affect all goods imported and exported; and domestic coastal shipping - making it more expensive for people in NZ to live. Cost of living will be much much higher than today and families will find it very difficult to pay AKL council the rates in the future. DO NOT SELL THE PORT or ANY CRITICAL Asset!!
Keep our port public - keep it owned by Auckland.
Why do we need an Auckland Future Fund???
Again, I don't think there's a need to create additional administrative structures to accomplish this. Council group operation of the port is enough. I really don't see how creating a CCO will improve things as it appears existing CCOs like AT are not popular with council (or govt). Also POAL is already its own management etc without needing additional administrative layer between it and Auckland Council.
Again, I don't think there's a need to create additional administrative structures to accomplish this. Council group operation of the port is enough. I really don't see how creating a CCO will improve things as it appears existing CCOs like AT are not popular with council (or govt). Also POAL is already its own management etc without needing additional administrative layer between it and Auckland Council.
It seems to be great so far so changing it right now would ruin the process
keep the power in NZ as the period of 35 years will open a can of worms for foreign entities
Major assets must be mastered so people can live well
It is important to retain underlying council ownership
continue to use the money
Improve profitability and more dividends
To continue the great orientation and to develop the improvement Council
I don't know but maybe the retain underlying council ownership sounds helpful
We need to keep our own people working the port.
Ports and Airports are National assets and should never be privatised as privitisation may compromise the national security of its citizens. Private organisations are only interested in volumes and profits. Safety, security and other regulatory measures take a back-seat. We need to be proactive not reactive. We have seen this happening in other areas as well.
Keeping the port and not selling will mean better job opportunities for Auckland people.
We need to keep our own people working the port
To get more profit that could avoid other objective.

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

Other

I only support the leasing if it actually provides more returns than the dividends already does. Simon Wilson pointed out in his piece from the Herald that mayor Brown may have overstated his numbers <https://www.nzherald.co.nz/nz/simon-wilson-wayne-brown-the-auckland-port-and-his-questionable-future-fund/UDYKW6PTEVBM3IUMJXXDNMHYUE/>

List on NZX with Council retaining 51% in order to retain control. The Port (like the Port of Tauranga) would operate far more effectively if it has a commercial mindset driven by the mixed ownership model.

The council has proven to be a poor owner of the ports. Sell it and move them out of the city centre, like virtually every other city around the world has done.

Council needs to think about leasing to countries or companies that can economically, financially, politically and security expose the country to harm.

Leasing is not an issue but it should be reviewed on a 10 year basis - not 35 years – given the world's instabilities such as war and crisis.

Sell and invest in water and transport

Fast track the Ports removal from the City, this can be done by a third party or a JV (PPP) basis (meaning part ownership by Council continues). There are lots of good options to remediate this i.e. a port is inappropriate as located.

The city then can sell and realise the value of the land that is then freed up and available.

It maybe appropriate to retain the Ferry/Cruise ship facilities/terminal as is and separate to the freight side of the port?

Spend the money more wisely and more effectively

Get rid of the port and pay down debt. Dont invest Auckland Future fund. you will only waste the money

They've been pretty underwhelming so maybe a private company would run it better and return money to Auckland.

you do nothing and come up with ***** plans, waste our money while shitting on your asses.

Move the port out of Auckland CBD. The downtown area is a beautiful part of town, blighted by freighters and containers and storage, as well as trucks in and out of the CBD adding to traffic.

Do not sell the port.

Divest

Absolutely do not lease the operation of the port - this will inevitably harm Auckland because the leaseholders will have no interest in the city.

But also POAL needs to operate more for the benefit of the city and not just the port so it needs to be restructured and the terms of operation changed to consider the port as part of the city and not just a business

Move the port out of Auckland and return the Moana and whenua to iwi

Most important objective is to reduce our debt as I have said above and to keep the rates as low as you are able. I'm leaning this way because of the suffering families in our community.

My choice would be for the Council to retain the ownership of the port land and wharves and encourage improved profitability and more dividends back to the Council and for this to be used wisely in the aforementioned objectives.

Sell the port or privatise and use cash to reduce debt and rates

Move the port, use that space for residents and amenities.

Overall, we support Option 3 - Auckland Future Fund with AIAL shares only. We do not support a lease of the Port operation.

We have previously supported selling all of Council's shareholding in Auckland International Airport Ltd ('AIAL'). Although you have considered in your Consultation Document using the cash from the sale of the remaining AIAL shares to reduce council debt, you have not formally progressed this as an option. Although our preference would be to use the cash from the sale of the remaining AIAL shares to reduce council debt, the closest option we agree with in your proposals is Option 3 (Auckland Future Fund with AIAL shares only). You have described this option as establishing an Auckland Future Fund and transferring the council's remaining AIAL shareholding into the fund (as in the proposed Option 1), but POAL would continue to operate the port (as set out under the enhanced status quo option, Option 2). Under Option 3, those returns

would not be invested in the Auckland Future Fund.

Turning to the proposed lease of Port operations, under this option, you have said that Auckland Council or POAL would grant a lease of around 35 years over the port land and operations to an external private party to operate the port. The council would receive an upfront payment for this lease, and the private operating company would have the right to run the port, make capital investments and earn profits from these operations over the period of the lease. Council would not receive returns from the operations of the Port during the period of the lease. At the end of the lease, control of the port operations (and associated land) would transfer back to the council group. The underlying ownership of the port land and wharves would stay with the Auckland Council group throughout the lease. The lease agreement would also set out key parameters that would help ensure that the council's ownership objectives and lease conditions were met.

There are several reasons why we do not support a lease of the Port operations.

First, the various reports commissioned on the future of the Port of Auckland have reached the same conclusion that the Port will outgrow its present site in 20-30 years. Also, the capacity constraints are not limited to the Port itself. The reports agree that the road and rail networks that service the Port will need significant upgrading to improve connectivity and integration. As a consequence, locking the Port into a lease of around 35 years does not seem to align with the need to integrate transport links or shift the Port in 20-30 years, or provide the flexibility necessary for these decisions.

Further, in recent decades the city centre has transformed dramatically and the area around the Port has become an important commercial and residential centre in its own right. There are differing stakeholder aspirations for the area leading to tensions between the growth in freight volumes on the one hand, and increasing residential and recreational use of the waterfront on the other. One hundred per cent ownership of POAL and the land on the Auckland waterfront means council can better manage the differing stakeholder aspirations.

In addition, the privatisation of the Port will likely mean Auckland businesses would end up paying increased costs to deliver profits to a private port operator (who will have a monopoly). Major price hikes from private terminal operators have led to concerns recently in Australia. We have concerns that any financial benefits from the lease will be outweighed by increased costs for businesses and consumers. Moreover, the Port of Auckland has recently seen a major turnaround under new management.

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

I don't know

If we used the money to invest in a greener future now, then we are being wise. I can see the benefits of that. However, if we invest that money poorly, it does mean 30 years of income issues for the council. So there is that.

I dont use the port directly. but keep paying.

I don't know enough to make a decision

Not interested

Not educated enough to comment.

Because I am too young to understand such things

The port is an important part of Auckland; handing over the running to a private company by a lease arrangement sounds problematic. Perhaps keep Council operation, but ensure a competent management plan is in place, and that the Council has some say in this management plan, to ensure a decent return for Auckland ratepayers.

Look how would this affect me

Not Interested

Whichever of the proposal included in the plan a winding down of the port (overtime) in the central city should be a consideration.

I don't know

I'm not sure which of the above options would be the most sustainable and equitable. I support whichever option is most likely to have the best outcome for the most vulnerable Aucklanders and the environment.

Keep it as is, council group will make good use of it.

No idea

i dont have an opinion on this yet

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

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

Continue to use it to fund council services

Reduces rates and keeps us happy.

just told you

the aim of the Auckland Future Fund seems to be to complete the sale of AIAL shares which I disagree with.

We need to invest in Auckland now. We are way behind on a bunch of things we needed to get done years ago.

Council services have been cut a lot since Brown took over and this needs to stop.

We desperately need upfront investment in infrastructure that aligns with a transition to a modern, dense and low-car city.

Stop raising rates get money through other means.

can't afford any.

Auckland needs it now, not later.

It's just money - it doesn't matter if it comes from investments or rates, they have the same effect. If the money isn't needed by port then it should be spent by council as required.

Again, we don't need 11,500 staff in council along with outsourcing / consultancy. Bring core functions in house. Remove admin staff and automate.

As above

This way it may help to reduce rates for home owners

What the f*** is the Auckland Future Fund????? Just use it to reduce our rates!

Because it may lead to an asset sale.

Don't know

For the current period but could be reviewed in the future

The Council needs money!

N/a

It appears that at the moment we need the money to help fund operations, maybe at some point in the future we can look at putting money into the Auckland future fund

That is what it is for.

Create a method of income (not rates) to fund a Future Fund. Aucklanders have paid for the infra-structure to date. Poor planning and stream maintenance etc has contributed to flood damage.

A think tank is needed to create a funding stream for a Future Fund. Not a sudden attack on our assets and ratepayers, who are already paying for the knock on affects of in-housing and blocks and blocks of intensive units.

The council's role is to put the infrastructure and planning in place to allow residents and businesses to flourish. I ultimately don't believe the proposed "Future Fund" will improve anything.

No council service cuts.

Because we are broke

I like the sound of it

I think I best use of money is to use it to invest in our services as that is where the money is needed now.

Unsure of how the AFF will be used in the future.

We need the coin to operate - this in conjunction with rates, will help minimize the need increase rates at exponential hikes - keep the increases on the low

Our population is growing and our challenges are only getting greater in number and complexity. Now is now the time to reduce services and the port dividends have been a reliable funder of council services to date.

Core services as noted above are vital for Aucklanders to live in a clean, easy to get around city and making the Ports of Auckland profitable could contribute significantly to this situation. If Aucklanders feel the city is clean, easy to get around then tourists will too. Focus on those who live in the city.

Future Fund is pie in sky no guarantee of dividend.
Council services are already suffering from funding cuts and fear of service reduction. Give money back to the council and this can ensure people of Tāmaki Makaurau are given the best services.
rate rises will be too high in the other case. this is money that's not going to be spent in the local communities.
Funding council services is needed and working
If managed properly the profits can be used to reduce Council costs.
na
Also give contracts to small business to have a stable job
I dont like the idea of the fund
I hate the idea of the Auckland Future fund because I believe it will be abused to harm the city
Port dividends have always been used to fund council services and we do not support a reduction in services when the population is getting larger and the challenges are getting greater.
The reduction of council services will leave vulnerable communities without a space to gather (in a fourth space) and leave them out on a lurch by themselves.
No Need to open up a fund and pay huge fees to manage it. Keep it simple and save costs.
Reduce debt and spending
Higher rates will cripple many of Auckland's rate paying residents.
Future fund could be more of a gamble with returned revenue
Why do you need Aucklanders to pay hire rates when families are already struggling to make the rates and pay all the bills every week??
There is no guarantee that transferring part of the Ports of Auckland into Council hands will not culminate in the sale of that part. This has already been enacted in the sale of the Auckland Airport shares and that money has been spent. Consequently the Port needs protection.
All Futures fund seems to do is add an additional administrative cost. I don't think it can achieve better returns than what is being done now if you are adding to the cost.
All Futures fund seems to do is add an additional administrative cost. I don't think it can achieve better returns than what is being done now if you are adding to the cost.
Council services will provide more to the community
we should continue to use the fund to help us
to be a decrease in price
affordable life
All council services should be reviewed to ensure climate change + environmental mitigation are core to their operation and policies funded to do this
this ensures ongoing financial support for essential services without relying on cuts to service.
The more we fund the council the better we see Auckland projects completed etc infrastructure completed.
I want to continue to see council services working.
I prefer to see council services continues working as usual but the can be improved.

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

Invest in the proposed Auckland Future Fund

Long Term Insurance
The fund could become an investment powerhouse much like ACC and NZ Super.
as said above
Long-term compounding
It is the most logical investment of the money
Can't imagine it would be a huge return given current performance
we should invest the dividends and profits so in the long terms we are less impacted by the yearly fluctuations of the port operations and allow the council to diversify its assets.
Reduce the burden of rates rises in the future

More investment, more return so can use to expand for port funding.
Council services should move away from being funded by commercial ventures that are exposed to risk to ensure that a bad year of profits of the company will not need to result in cuts to services that the council offers.
and thereby lessen rates increases
Better returns.
Investment in the Fund seems like a sensible solution to increasing return on investment while retaining control of key assets.
Try something new
Invest the upfront upside of the lease to the Future Fund and continue this at each renewal. Ongoing revenues then continue to fund Council with potential rates increases as required
I don't have anything to say
We need to think about future generations and increasing rates.
The Auckland Future Fund, much like the superannuation fund would be a much better investment in securing our future. Continuing what we already do will get us more of the same, financial ruin.
More money, more (illegible)
Any profit must benefit Aucklands future
It provides ongoing control of the wharf activities in council control, and provide more flexible future use of the land, potentially returning part of the city foreshore back to the citizens of Auckland in the long term.
I think this would serve Auckland well over the long-term and enable investment in community aspects of value.
improvement
we need to invest in the auckland fund
no
no

<p>4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used?</p> <p>Other</p>
Reduce rates
Use it to reduce rates
Invest in council services and in the future fund
Pay down debt
Partial investment, partial council. This will allow multiple ways of financially benefitting the country but hedge on any downturn with the investments made internationally.
Invest it into other area of greater auckland. Less rates for home owners.
debt reduction.
If that means "services" need to be reviewed and rationalized fully then that is decades overdue anyway.
use the profits more wisely and more effectively
Pay down debt
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
do a split between the options.
50% to fund council services and 50% to the Auckland Future Fund.
There needs to be majority democratic control of port operations. However, a minority shareholding could be floated on the NZ Stock Exchange like Tauranga does and used for the Future Fund.
Half of the profits and dividends should be used to fund council services. And the other half should be invested in the proposed Auckland future fund.
Port of Auckland Profits to be primarily used to fund council services with a fixed percentage allocated to be invested in the Auckland Future Fund e.g. 85% Council Services and 15% to Auckland Future Fund.
As above.
split it to all areas

Pay off debt
not sure but most likely to split all the areas

4c. If the council group continues to operate the Port of Auckland how would you prefer the profits and dividends to be used? I don't know
Use money wisely
Maybe a bit of both, I think it is a good idea to invest tho, if I had to pick I'd say invest,
If the Auckland Future Fund is dependent on selling the Airport shares then I don't support the proposed fund. But if the Auckland Future Fund can be started with the \$2.1 billion from the leasing of the Port of Auckland, that would be good.
Not Interested
I'm not sure which of the above options would be the most sustainable and equitable. I support whichever option is most likely to have the best outcome for the most vulnerable Aucklanders and the environment.
i am not sure but maybe just continue to use it to fund council services.

Q4d – Other Port feedback

Q4d – Other Port feedback All comments
Security is a MUST, safety is the first, others are useless
can't afford any.
Where is the lobby for central Government funding? Ultimately Auckland generates 40% of New Zealand's GDP. Yet Central Government funding meets no where near that.
This city has been poorly run for years. Executive and staff bonuses should be linked to streamlining process and reducing spend.
Reduce the reliance of Insurance - we need to focus on what is doable... not scare-mongering.
Council has poor management and delivery
Their cost of providing services and delivering projects is twice that of a effective private company
The Future Fund is ***** - just a way for rich councillors to feather their nests. It will never be used for Auckland!
For to many years, Auckland has lived like a camel on its hump. It is now time to pay rather than plunder future generations.
None-stop wasting money on unnecessary projects
Stop wasting our money
See above comments
I do not still see a clear council plan in this regard
Auckland rates are as high as anyone in NZ yet we are about 1/3 of the country. Where are the economies of scale? our rates should be the lowest in NZ. The incompetence is staggering
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
I like the idea of the Auckland future investment fund as long as it is setup in a way that cannot be raided by future councils for uses it wasn't intended for.
Sustainability, Electrifying major infrastructure.
1. No trust in how a Future Fund WILL be raided. 2. No action required immediately on devaluing Aucklend Port by reducing area. This needs full public discussion. The proposed use needs to be completely approved by the ratepayers as we do NOT want another residential or commercial high rise blocking more access to and views of the diminishing harbour. 3. This loss of income to the Port is a loss of income to Council. The forward proposal needs to return a substantial income as the cost of development is extortionate.
Proceed to keep more council
Proper scrutiny on the fund managers that will manage the Future Fund.

<p>You need to fix the underlying problem of controlled expenditure and a reduction in do nothing legacy projects. -more flexibility for local boards</p>
<p>No, none, nothing, nope, zero.</p>
<p>Just have to be careful here - the land belongs to the people of Auckland - past generations have built the Port - so due consideration is required concerning the ports</p>
<p>The Council just needs to keep the core values of the city as the most important aspect of the Council, and any income from investments be used for those services.</p>
<p>Just a con job</p>
<p>Selling ownership of the port land would be a big mistake. Once the land has been sold, that's it - gone!</p>
<p>The Future Fund will not work and will just benefit fund managers and their companies Port and lane should remain part of council for all Aucklanders Creating apartments on port land is not opening up land for all Aucklanders only for select few</p>
<p>Introduce low level congestion charging</p>
<p>Don't do this proposal - it's been hurried through with an agenda that should go to elections next year</p>
<p>We should not completely self insure. Other insurers may have better diversified assets.</p>
<p>it seems important to have a conversation regarding opening up more waterfront and the future of the port but that is only possible with the port remaining in public control.</p>
<p>The small area of port land and operations should not be up for sale. The area is too precious to the citizens to be lost.</p>
<p>I do not support the Future Fund.</p>
<p>I support Drowning Prevention Auckland and all of the work that they do to keep people safe in, on and around the water. More investment is needed to reach the breadth of our community and ensure that new to New Zealand citizens get the education and knowledge about our waterways that they need. This is a life saving investment. I also support the Specified Amenity status of DPA which ensures longevity of this support.</p>
<p>Keep the ports of Auckland for future returns</p>
<p>There is no guarantee that transferring part of the Ports of Auckland into Council hands will not culminate in the sale of that part. This has already been enacted in the sale of the Auckland Airport shares and that money has been spent. Consequently the Port needs protection.</p>
<p>I am not in favour of the proposal to move the port to Northland. I am also not in favour of losing POAL as we do need a port in Auckland region rather than rely on ports in Tauranga, Hawkes Bay etc. The bad publicity about it only being used as a giant car park ignores the fact we do need goods coming into Auckland and it can be either using the port or train or road. I don't think Auckland should depend solely on train, road and air for freight. Having a port means we also have option of getting goods shipped to Auckland. I seem to recall how we were grateful for help from ships in POAL to help provide electricity during one of the shortages.</p>
<p>I am not in favour of the proposal to move the port to Northland. I am also not in favour of losing POAL as we do need a port in Auckland region rather than rely on ports in Tauranga, Hawkes Bay etc. The bad publicity about it only being used as a giant car park ignores the fact we do need goods coming into Auckland and it can be either using the port or train or road. I don't think Auckland should depend solely on train, road and air for freight. Having a port means we also have option of getting goods shipped to Auckland. I seem to recall how we were grateful for help from ships in POAL to help provide electricity during one of the shortages.</p>
<p>I'm not sure which of the above options would be the most sustainable and equitable. I support whichever option is most likely to have the best outcome for the most vulnerable Aucklanders and the environment.</p>
<p>I support the self insurance proposal</p>
<p>If you lease the port look very carefully into the background of the leaseholder very carefully. Do not lease to foreign interests, Chinese, Russian etc. Chinese- political influence Russian- Money laundering</p>
<p>is good if they retain the ownership of the port and invest the dividends into the community</p>
<p>keep power in NZ</p>
<p>no i think it is satisfactory.</p>
<p>keep the council improving public transport and public parks.</p>
<p>I hope that Auckland residents can have the opportunity to hold shares.</p>

To solve the robberies is the most important for AKL people.

Q5a – Captain Cook & Marsden Wharves

Q5a – Captain Cook & Marsden Wharves

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

Public benefit: we need a first-class waterfront, not one dominated by gantries.

for no impact to the value of the port, gaining public space on the waterfront seems like a good idea.

Developing the eyesore that is the ports into a useful public place, akin to Wynyard Quarter, would be a major benefit to our city. It needs to happen sooner rather than later.

I agree with a sale, but definitely NOT for building residential property. This only benefits very wealthy people, not the general public. I support green, open spaces.

The future value of both in dollars and social cost is significantly higher than the lease value

Give Auckland the waterfront as a public amenity, as other waterfront cities around the world have.

We need a place to build a road, another road to the North Shore

Auckland needs a proper stadium

Extra public space would be beneficial for the community. I am opposed to any extra trucking. Rail freight should be a priority

No trust in Ports of Auckland to manage

The Wynyard area has contributed to a wonderful revitalisation of downtown Auckland, and this has the potential to be the same.

Transfer to a council and develop it.

Take back our waterfront

Like more expand, more trading..

I believe that access to the waterfront is what makes Auckland great and so provisions to increase public access and develop the wharves into something that all Aucklanders can enjoy is critical.

I stare from my office at these ports and can't believe they are still used for importing car yards. These are some of the most beautiful areas of central Auckland and could be effectively utilised in a much better way. one only has to look to do the developments in wynyard quarter and the viaduct. Britomart also has become a beautiful area, I frequently take visitors from outside of Auckland there, it is crazy that in front of these beautiful spaces are industrial ports.

less impact on the operations of the Port

Better utilisation of the two areas and generate more income.

We need to have a vibrant community

The waterfront is our recreational gem if redeveloped if sea rise in mind

I like it

Moving the port is difficult and would likely increase carbon emissions and a lot of externalities. However, maintaining port facilities in Auckland while reclaiming public space from these two wharves seems like a no-brainer.

Agree that some land should transferred so it can be used for public benefit

good

As long as it is for all public use, not residential builds. And no pie in the sky stadium.

This proposal will help the redevelopment of the city centre and does not seem likely to have a negative impact on port operations.

My family regularly enjoys events in the city and downtown areas, as do many Aucklanders. If we have access to these wharves we can have more waterfront space opened up for public enjoyment and events. I'd suggest the cruise ships can be relocated from Queen's Wharf, so that we can have a more enjoyable space and less impact on commuter and other ferries.

Auckland waterfront is the main attraction down town and need more facilities for public ferries and public recreation space, especially with an increasing number of people living in apartments.

na

The city waterfront is poorly used because of POAL priorities and lack of council imagination. The very least is this proposal to free up these two wharves

I think the port should stay in Auckland's hands but should be reduced in size (eg, by clearing the goods (eg, the cars) much more quickly so that the increased space could be used to continue the development of the Auckland waterfront.

May provide opportunity for other regions to develop their port capacity

i think freeing up this area would enable more positive use of this valuable waterfront space.

Proceed with returning them to Auckland citizens, but not for residential purposes. Some commercial businesses could benefit, but open air public spaces on the water's edge need to be maintained.

Developing the area so it benefits and attracts people (residents & visitors) into our city, increase visitation should boost Auckland's economy, enhance our waterfront and bring people into what is currently a dying/dead centre for a NZ's largest city.

We have an incredible harbour and it should be enjoyed by the people of Auckland. It will also aid in the regeneration of the CBD.

They are close to public areas and more important for public use than port operations.

The public don't have enough access to the harbour. There should be shops and a place to hold smaller scale pop up events to boost the local economy. More outdoor space for aucklanders to enjoy

The council's strategic vision for the city centre waterfront involves improving public access to the waterfront for Aucklanders. The proposal in the Long Term Plan 2024/2034 to free-up wharves by consolidating the physical area of the port operations would support this objective.

Although Marsden and Captain Cook wharves could be freed-up for alternative use and transferred to Auckland Council with minimal impact on port operations or profitability, this would require that the port operations currently taking place on these two wharves be relocated to the Bledisloe Terminal. This would require construction work at Bledisloe North wharf and an additional vehicle handling building at the Bledisloe Terminal. These works are estimated to cost \$110 million and would require resource consent approval. The Consultation Document says that it is likely that this could be achieved over a two-to-five-year timeframe.

Although releasing the Bledisloe Terminal for alternative uses could provide significant new public benefits, it would also substantially reduce the scale and value of the port operations. The Consultation Document says that this option is not considered viable in the short-term, but is an option council could look to implement within the next 15 years.

First, we do not fully understand how the proposal to lease the Port aligns with the proposals to free-up the Marsden and Captain Cook wharves. The Consultation Document says releasing these wharves would not materially change the amount of the prepaid lease, but less would be paid. However, removing the Bledisloe Terminal from port operations would reduce the lease prepayment the council would receive by up to an estimated \$300 million.

Further, if the Bledisloe Terminal was no longer used for port operations, imports of bulk cargo like construction industry materials (such as steel and aggregate) and bulk food (such as banana shipments) would likely need to be unloaded at other ports and be transported to Auckland via truck (or possibly by rail). This would likely add cost to supply chains and increase road congestion and emissions.

In addition, the range of alternative uses for the freed-up Bledisloe Terminal land could be restricted because these other uses (such as for recreation or apartments) will be located alongside a working port that will be operating twenty-four hours a day, seven days a week with all the associated noise, lighting and traffic impacts. The implications for any new cruise ship terminal would also need to be considered.

If the Council retains ownership of the Port, removing the Bledisloe Terminal from port operations would result in lower profits from the port at some point after the 10-year period of this plan. Higher rates would then be required. There would also be a reduction in the value of Auckland Council's assets as the value of the port would need to be written down by the value of the lower profits.

The longer-term financial implications of the freed-up Bledisloe Terminal would depend on the nature of the alternative uses. Creating new public infrastructure or amenities would generally have a net financial cost to council, while residential or commercial development on the site should have a net financial benefit (after accounting for any necessary infrastructure development or remediation work). This would all likely occur outside the 10-year period of the Long Term Plan 2024/2034.

Overall, we agree to Marsden and Captain Cook wharves being freed-up for alternative uses, but not the Bledisloe Terminal (at least at this stage).
The part of the port to the east is enough public access to the waterfront being used up. Don't make more residential though. Public spaces for everyone!! Outdoor concert venue.
Get cruise ships out of the ferry area!!! Residents should have priority over cruise ships who offer little value to the majority of city residents lives and livelihoods.
It's prime waterfront land, would make for great public spaces.
Great idea, and making Auckland central a better place to visit
Great opportunity to capitalise on the tourism opportunities presented by the Spark Arena and many hospitality providers in the area. Could expand public space for all Aucklanders to enjoy, and add to the attractiveness of city living.
It is prime land that could be used for so much more - to provide services for the city
Invest in health care instead
benefit
benefit
it is a good plan
sounds good and helpful
This would allow use for the public. This would allow opportunities for community enhancement.
It would cut on the operational cost of the area and make other area of the port more usable.
To have more public spaces
Bringing space for Aucklanders is very helpful.
To have more public spaces, etc, it is crucial for the daily life of Aucklanders

Q5a – Captain Cook & Marsden Wharves

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

We are being told there is no money, available and rates need to rise, why take on development requirements at a time where the books need priorities made
See Queens wharf as an example what a waste of having cloud there , Was it worth it ??
Reclaim the whole lot in a long term plan, not piecemeal.
There are other areas in Auckland that could be improved first.
Where are you planning to ship everything to? Tauranga? They don't have a good rail system yet, so we are just going to have a heap of trucks coming in. I don't know of many electric trucks yet, so we are just burning fossil fuels. It's valuable land, sure, but we need an actually solid alternative first.
Without a clear plan of what public benefit, its not something easy to say yes or no to. Lowering attractiveness of ports of auckland for leasing is also a down side along with high cost of developing these ports into something of public use, estimates are never right and it willceasily go double or more.
The upfront cost needed to free up the wharves can be utilised better elsewhere.
Make money out of these assets.
can't afford any.
don't see this as a quick win or a must have at the moment. the main purpose for now is how to make more money from what we already have, instead of exploring options that will cost a big chunk of money now that 'MAY' give us return in an unforeseen future, i.e. the proposal.
If the council have no financial ability to do it, just leave it!
I don't trust Auckland council to use the sites profitably... to reduce rates. It will be a fanciful wasteful spend of money.
Moving these are just waste of money, let them operating as it is.
Leave it as is but needs to complete yearly or so maintenance check. The council to benefit from levies
Stop wasting- new services will cost extra money on transports
Stop trying to sell assets. Council needs income owning assets. Cash will just get wasted on cycle lanes or other useless proposals

N/a
At this stage maybe we should leave things alone, maybe this should be reviewed in 5 years
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
Not the time for this cost and loss of income.
While the allure of having more public places on the waterfront is strong, the cost is too great. It doesn't make sense to hamstring Auckland's ability to economically import goods given the cost of living crisis.
until you are sure of the future benefit continue to earn money for the council from Bledisloe, Marsden and Cook. Or alternately, just transfer to Council the least profitable port of the 3
We struggle with roads as it is - at this stage (5-15 years) we need less trucks congesting roads and rail is too inconsistent in delivery of services - forget it - keep the ports humming we enough there at the wharf for people to use. I worked down there a month ago and there were so many places that were open that had no clientele - why add more businesses paying exorbitant rents only to struggle.
Spending money on the wharves before core service are running efficiently and effectively seems unnecessary. \$110 million added to other council costs sounds like yet more rates being necessary for Aucklanders. Development of this part of the port could be in the following 10 year plan if rates are kept to a manageable level.
POAL is important to Auckland functioning. There is already plenty of opportunity for development and entertainment in other parts of Auckland's waterfront. Any alternative proposal for moving Auckland's port shows a staggering lack of understanding of NZ geography and how shipping works. Auckland is a great city because of its port and this is being forgotten by the wealthy who want to make a quick buck from a cheap and tacky development.
It is offensive to imply that Captain Cook and Marsden wharves don't provide public benefit
Given that ratepayers have not been given a clear option for what to do with the wharves should they be transferred to Auckland Council (refer statement above claiming "so they can be used for something else"), I can't agree with the transfer as I don't know what I am agreeing for them to be used for and I may not agree with what happens. As such I think maximising the proposed port lease to the future fund is better given the uncertainty.
I don't know what / how the public would from transferring Captain Cook and Marsden Wharves
We don't need new public spaces here.
It seems to make sense to keep such close sea access to where goods are needed.
How did he affect the change for port land
Goods will cost more as we won't have space for all imports and exports in Auckland Already cost of living is so high so increased transport costs will be passed on to consumers Limited use of who can use proposed apartments so does not benefit all Aucklanders
Don't spend money on something that few residents will benefit from. Allow private development to create points of interest.
Until people are moving around more with public transportation & cycling we don't need more port traffic being added to our roads
Important to keep producing a good financial return. So that we can keep rates down and reduce our debt.
Because why cant the ports be used as they are? Why spend more money?
leave the ports to be managed as part of the port it would lower the value of the port lease
council will get steady dividend
No changes need to be made. The ports are doing a great job themselves
There will be a day when the ports will need it
Save the \$100 million + put it into climate change+ environmental protection + mitigation. There are plenty of existing options for residential + commercial developments already.
because if the council rung there will be more red tape.
No impact on the value of the port operation
No additional cost for council

Q5a – Captain Cook & Marsden Wharves

Other

This area of the city is actually pretty hard to get to for most aucklanders. I don't think it should be prioritised as something like a stadium etc. It could be sold and turned into extremely high profit housing etc
Learn from Granville Island Vancouver - utilise place for markets, eatry and entertainment. Look at alternative ports round NZ - this would minimise delivery costs used to transport goods via roading and have several major ports closer to main cities to reduce cartage
See notes prior - Port activities need to move out of the CBD area. Then sell all surplus land.
Build a waterfront stadium here with this space. The waterfront already hosts a good range of parks and bars and restaurants and hotels. The use of this space should ether go into something different, and not residential. A stadium to help tie the city centre together would be the perfect option.
Do not sell port land for commercial use. Only affordable or state housing, public transit/bike lanes or public spaces owned by the city.
Agree with Captain Cool and Marsden Wharves for alternative uses but not Bledisloe Terminal.
Privatise

Q5a – Captain Cook & Marsden Wharves

I don't know

It is outside my knowledge.
what are the disadvantages of transferring the ports to Council? not clear
Not very clear about its viability - in any of the choices made available
dependent on what exactly the area would be used for new public spaces yes
Leave as is. Plenty of other places public has

Q5b – Bledisloe Terminal

Q5b – Bledisloe Terminal

Keep Bledisloe Terminal as a Port of Auckland operational area

We still need new electric cars, imagine all new car coming on trucks from Marsden point. Log trucks are already a menace do not want Car carrying on trucks on Motorways.
The extravagant proposal for a new waterfront stadium will create more traffic and access issues.
Same as my other answer. You can't just truck everything into Auckland. That's a ***** plan.
This port seems to be one that compliments the container terminal.
So we can continue to get larger profits and reduce freight by truck into the city.
The upfront cost needed to free up the wharves can be utilised better elsewhere.
as said above. Plus why would we consider investing in such significant development when we don't have money!?
Leave it as is but needs to complete yearly or so maintenance check. The council to benefit from levies
We need a port
Don't know
We don't need any more trucks on the road, so unless the fright can be moved from the centre of the city by rail, we should leave this option alone at the moment
Lower costs of goods coming into Auckland
too many unknowns as to its future if developments should occur
We need to get imports into Auckland
Sounds like the football cup
I am supportive of brining the terminal to public land in a long term vision alongside investigations of the port's movement. This is not a short-term prospect given the reduced funding it provides and the lack of alternative port environments.

<p>Until a decision is made on the future of the Auckland port its better to keep it within the port operational area. Transporting additional volume of goods by road or rail will be costly maintenance wise along with the decrease in revenue.</p>
<p>We need the Ports to keep Auckland moving - shrinking it's size will cause further delays in getting products out - you could spruce it up to allow some public access but it needs to be kept</p>
<p>Keep it for ports use, so they don't need to expand further into the harbor.</p>
<p>In the long term, freeing up Bledisloe Terminal might be a good thing, but not until we have viable rail services to cart bulk cargo into the city. So I would not support this proposal until the rail services are in place.</p>
<p>Moving port operations from Bledisloe Wharf would be ridiculously expensive and damaging to our environment, plus the port would be far less able to return a dividend to council.</p>
<p>POAL is important to Auckland functioning. There is already plenty of opportunity for development and entertainment in other parts of Auckland's waterfront. Any alternative proposal for moving Auckland's port shows a staggering lack of understanding of NZ geography and how shipping works. Auckland is a great city because of its port and this is being forgotten by the wealthy who want to make a quick buck from a cheap and tacky development.</p>
<p>It is offensive to imply that Bledisloe Terminal don't provide public benefit</p>
<p>Given that ratepayers have not been given a clear option for what to do with the terminal should it be transferred to Auckland Council (refer statement above claiming "to be used for something else"), I can't agree with the transfer as I don't know what I am agreeing for it to be used for and I may not agree with what happens. As such I think maximising the proposed port lease to the future fund is better given the uncertainty.</p>
<p>Restricts port away from cargo and cars to containers only.</p>
<p>Using the Bledisloe Terminal site in another way won't benefit Auckland regarding jobs and profits. Having more truck or rail transport of goods (eg from Tauranga) costs more and adds to weight of traffic and emissions, which is not good.</p>
<p>Keeps options open re continuing a port operation for the city.</p>
<p>We need an efficient port to support economic trade, moving to trains/trucks would add more congestion and costs to import/export and to roading/congestion costs.</p>
<p>Goods will cost more as we won't have space for all imports and exports in Auckland Already cost of living is so high so increased transport costs will be passed on to consumers</p>
<p>Prime asset</p>
<p>See my previous comment</p>
<p>Bledisloe is an integral and profitable part of the port's operations. Any moves of bulk, car, fruit and cement cargoes to other locations are likely to greatly increase costs and carbon footprints.</p>
<p>Auckland is our biggest city and it's needs for import freight will only grow over time. Having large volumes of freight move into Auckland from another port (like Tauranga or Northport) will ultimately lead to higher transport emissions and a less efficient freight connection. It may also make the port less financially viable and profitable,</p>
<p>The coucil does not have the money to invest in anything new on this land for the next 40years as per Eke Panuku. Also, there are a number of restrictions on this land and it will not be a good investment. The council should work on fixing other parts of the city & transport first.</p>
<p>Transferring freight via truck and rail is not an easy logistics option. It is profitable as is and gives good dividends back</p>
<p>The longer-term financial implications of the freed-up Bledisloe Terminal would depend on the nature of the alternative uses. Creating new public infrastructure or amenities would generally have a net financial cost to council, while residential or commercial development on the site should have a net financial benefit (after accounting for any necessary infrastructure development or remediation work). This would all likely occur outside the 10-year period of the Long Term Plan 2024/2034.</p>
<p>Overall, we agree to Marsden and Captain Cook wharves being freed-up for alternative uses, but not the Bledisloe Terminal (at least at this stage).</p>
<p>Make money off operational area.</p>
<p>we don't need public space or residential building we already have a lot at the waterfront</p>
<p>sounds good</p>
<p>nothing in mind</p>

nothing
As above public spaces on the waterfront are adequate already + resources should be targeted to existing Panuka priorities. The port sale seems to be an obsession for the few but the wider city is waiting for your attention
Road congestion
It's a bigger piece of land that could contribute to the expansion of port service in future.
requires bulk transport cargo from outside Auckland adds cost, road congestions and emissions.

Q5b – Bledisloe Terminal
Transfer Bledisloe Terminal to council to be used for something else, that provides public benefit, within 15 years

The more open space and public-use space the better. Beautification, add far more plantings
See above re more public space.
Assets such as these need to generate money.
The future value of both in dollars and social cost is significantly higher than the lease value
can't afford any.
Give Auckland the waterfront as a public amenity, as other waterfront cities around the world have.
Prime land/location which is wasted with ugly ports use.
Public benefit is always desirable provided that there are no major negative impacts on the port operations such as extra trucking required
Great opportunity to develop the land into an asset that provides a great new space for people and can bring in more revenue for the council.
Bigger council property under.
I believe that access to the waterfront is what makes Auckland great and so provisions to increase public access and develop the wharves into something that all Aucklanders can enjoy is critical.
same reasons as above but less urgent.
Convert it to something more useful and generate income on the spaces.
Shipments being transferred by truck/rail is good.
because of the future financial benefits this is better.
good
extra money shall not be wasted
Bledisloe is largely used for used cars which can be transferred to Onehunga for customs and import clearance without using up valuable waterfront land
With limited rail and mainly road access to the port, removal of some of the activities would help take congestion off the roads. The transfer of cargo direct from the ship to the inland port would free up space, pity the rail freight lines aren't available.
The development in other cities like Sydney with release of port land seems to have been beneficial
Developing the area so it benefits and attracts people (residents & visitors) into our city, increase visitation should boost Auckland's economy, enhance our waterfront and bring people into what is currently a dying/dead centre for a NZ's largest city.
So much desirable land should be returned to public use - not commercial operations or development.
Again, huge potential for such well located land.
As I understand it this is the vehicle port. We have too many cars in the country already.
It will be a great investment into something new and beneficial to everyone
so it can be free
It allows the opportunity to repurpose the area for public benefit.
Auckland council can use it for good use, therefore I support them.
I support anything that provides public benefit by paying less

Q5b – Bledisloe Terminal

Other

Have a clause that the land can be recalled by council with a 2 year notice so in the future if the possibility and financial situation improves then the land can be aquired
Learn from Granville Island Vancouver - utilise place for markets, eatry and entertainment. Look at alternative ports round NZ - this would minimise delivery costs used to transport goods via roading and have several major ports closer to main cities to reduce cartage
Sell it to a third party
what would be the public benefits if we transfer Bledisloe terminal to council
Get ownership out of council hands. Commercial operators will do a much better job of extracting value from the opportunity
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
Consult. Plan. When it is the right time with a positive income-producing plan that improves Auckland, then start this change. Tivoli NZ theme Park.
Do not sell port land for commercial use. Only affordable or state housing, public transit/bike lanes or public spaces owned by the city.
Leave terminal with a crew to taking it over later.
Privatise

Q5b – Bledisloe Terminal

I don't know

this would depend greatly on the cost and other purpose the Bledisloe wharf area would be used for.
As previous
Same as above reason
dependent on what exactly the area would be used for new public space
If this terminal not used then I wouldnt want increase truck on the roads. Should be supported by good rail infrastructure.
Public space is council owned!!
Potentially use for something else be visionary Auckland council.
I don't know
i dont have a proper opinion

Q6 – Other rates and charges

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

Bruh
Aucklanders are not cashcows for Council ideological endeavours, provide basic services well and dont worry about things like climate change etc
Flooding must be prioritised. People have been out of their homes or in danger for too long with NO CHANGE. This has to happen soon before the councils slow movement has something worse that damaged houses to answer for
NO. but The online document could be tidies up to all Landscape format to ease viewing.
Rates increases are OK provided the money is not spent on expensive consultants and plans are made rationally. For example the cancellation of the light rail project is a very good step. Unfortunate that \$228 million was spent on consultants before the project was shelved.
I support all refuse collection standardisation - there should be one system for all Auckland. I believe some level of pay-by-weight was proposed, which I would also support even though it might work like a regressive rubbish-tax.
Security is a MUST, safety is the first, others are useless. Please increase the funding for the Security. We need Auckland back to a SAFE city !!!

I reckon that rates could be charged to residential properties at a population density rate. If you want to live in a sparse suburb and demand that council services extend to you, then you should pay for that. We need to build a culture of denser living and public transport useage.
I believe that borrowing should become a bigger part of the council's finances to get the necessary projects and services underway.
life is so difficult in Auckland. every cost increasing 10%,20%, 30% 40%, how abt normal people's income?
I don't agree with all council's proposals Do your job properly first before jumping to next projects
There needs to be major focus on capital infrastructure for Auckland along with major funding from Central Government - Whilst I support the large increase in rates from Auckland Council; Central Government also needs to come to the party - especially given Auckland is much more productive than any other region. We are the gateway internationally to the rest of the world. Further more, do not be like the previous government promising rainbows and unicorns. Start with smaller bites of construction so that all residents can enjoy short term as well as long term benefits.
Mayor and council staff need to improve their ability to benefit public. What I can see from them is increasing fees for every solution. Covid and economic crisis bring too much challenges to Aucklanders.
No
Follow the KISS Law, common sense and what's practical. No use \$\$\$\$\$\$ wasted on advertising and consultation fees - hire genuine experts not nepotism.
Council management and delivery requires a total reform to provide leader ship that can transform council and their cost of delivery We re not addressing the core issue, leadership
No
No
Nothing
Stop trying to sell assets. Council needs income owning assets. Cash will just get wasted on cycle lanes or other useless proposals
Stop wasting our monoeoy!
The focus appears to be on how to get more \$\$ in (Revenue etc) however that 100% failure here is to look rationally, realistically at all costs and instead eliminate and or reduce them.
Need to find ways to manage the city in a more cost effective and efficient way without increasing the rates so much
Nil
NO
No.
you do nothing and come up with ***** plans, waste our money while shitting on your asses.
Franklin Local Board Paths Targeted Rate - Do not support. Tax & interest rates to be less.
Franklin Local Board Paths Targeted Rate -I don't know.
Franklin Local Board Paths Targeted Rate - Do not support.
Franklin Local Board Paths Targeted Rate - Do not support.
Franklin Local board Paths Targeted Rate - I don't know Transport is missing? We need robust railway network.
ALL are Core Council business. Treescape charges need to be fine tooth combed. They are over- charging due to over-staffing from what I have seen. Works need to be let contracts that are publicly available to quote against. All roading work needs costing, and contracts let to BEST outcome. Automatically operating at any cost is not good business. Stop saying doing the same is going to cost extortionately more to ratepayers. This is unacceptable non business attitude and practice. The figures being pulled out of Auckland Council's hat need serious analysis. All rubbish collection should be Pay as You Throw. Then residential can have as many bins and sizes they want. A barcoded bin would remove operational costs. This would reduce rubbish collection. Signs and Cameras need to be installed on dumping roads and extreme fines actioned and publicly notified.
Please ensure that council continues to provide quality services

Please ensure that council quality services
Water quality should continue to be funded at higher rates rather than starving the program of money for a decade, resulting in poorer water quality.
no
No comment
No
Franklin Local Board Paths Targeted Rate - Do not Support.
Nopety nope
I am strongly supportive of increasing rates and other charges to fund more development, infrastructure and community support. These things matter to ensuring a lively future for me and my whānau, so please do not cut or underinvest!
Nothing from me..
Franklin Local Board Paths Targeted Rate - Support
Franklin Local Board Paths Targeted Rate - Do not support
Franklin Local Board Paths Targeted Rate - I don't know.
Franklin Local Board Paths Targeted Rate - Do not support.
-
no
None
I don't understand if the increases in rates if these proposals were implemented are over and above the rates prosed in the Pay Less and get less/Central proposal/pay more and get more options.
Do not reduce the rubbish collections from weekly to anything less frequent. For Aucklanders with young children having faeces loaded nappies in a rubbish for two weeks or more is unhealthy, particularly in the summer. For those Aucklanders with bladder issues having incontinence pads in a rubbish for two weeks or more is neither healthy nor good for their mental health. Whilst some Auckland MPs don't think much of those over 65, the reality is that an increasing number of these people will be the Auckland populace in the coming years and this could mean an increase in the number of incontinence products being disposed off through household rubbish collections. Also having sanitary products with blood on them in a bin for two or more weeks seems to be good for the rat population of Auckland, particularly in the hot summer months when rats seem to reach plague proportions (going by the number caught in traps this summer). Rubbish collection is vital to ensuring Auckland is a clean, healthy city. At the moment the amount of rubbish seen around the city we can't really afford to reduce rubbish collections at all. Since the council changed the recycling rules to align with national standards, more waste that used to go into recycling now has to go into general waste meaning fuller rubbish bins, so how does reducing weekly rubbish collection help anyone?
I don't agree with the removal of Pay As You Throw services. PAYT incentivises households to reduce waste and save money. By recycling plastics, paper, metals, soft plastics and food waste our household of 4 (2 adults and 2 teens) has significantly reduced our general waste and as such put a bin out only every 4 to 6 weeks, it would be a disincentive to be charged for collections we are not using.
Franklin Local Board Paths Targeted Rate - Support Food scraps collection charge an imposition is 70% properties don't use it & separate truck collection has 2 people to operate.
Nope
None
I support resuming the Water Quality Targeted Rate, but do not support it decreasing.
Council to provide quality services
Provide quality service.
Is good and we need more
na
reduce all lowed charges and fees
This is not really a plan for the city - bunch of options without an overall picture
I strongly support increased rates across the board. Rates are a progressive form of taxation where the wealthiest landowners pay more to support the city to the benefit of all. I strongly oppose user pays fees which are a regressive form of taxation and harm poorer communities the most.

The proposal from this mayor is to transfer the costs of the city to the poorest and protect the wealthy from contributing which is frankly evil
Long term differential strategy: raise all rates for private businesses only
Try to give service by keeping in mind value for money.
In general, decision-making approach for spending allocations from any of these targeted funds must be looked at to reduce wasteful outcomes. Other than to the extent required under law, these decisions should be independent of race and religion.
Don't sell our asset's, or change our asset's. Look after the quality of our water and drainage systems and protect peoples homes and properties with proper maintainance of drains and road clearing etc.
Our overall feedback is that what businesses need most from council is a fair, transparent and stable approach to rates.
Long Term Differential Strategy (LTDS)
We are very concerned about your proposal to discontinue the Long Term Differential Strategy which has been gradually lowering the share of general rates paid by businesses and for business ratepayers.
We do not accept that a business differential should be applied to rates especially for your reasons that "businesses place more demand on, and impose more costs on, the council's transport and stormwater services", or that "rates are more affordable for businesses" or because "businesses can also claim back GST on rates and expense rates against tax." These reasons do not justify the business differential, particularly for small businesses who make up most businesses in Auckland.
We ask that the Long Term Differential Strategy remain in place.
We are also very concerned about your proposal to increase the share that businesses pay of generally applied targeted rates (Water Quality, Natural Environment, and Climate Action Transport targeted rates) from 25.8 per cent (originally set at the same level of the end target of the LTDS) to the same share they will pay of the general rate, approximately 31 per cent.
While we agree that Auckland must improve infrastructure to save our harbours, beaches and streams and reverse the decline of biodiversity in the region, we do not accept that a business differential (especially at 31%) should be applied to these rates.
Watercare's increase in charges
To support a significant increase in capital investment over the next 10-years, Watercare's board of directors has proposed to increase water and wastewater tariffs by 25.8 per cent on 1 July 2024. We question whether the substantial increases in water and wastewater tariffs are reasonable.
I can't believe an issue as critical as our biodiversity and international climate obligations is even up for discussion in 2024. Ridiculous that businesses were ever paying reduced rates while many go hungry. Also fully support the Mayor's proposal to tax businesses such as Auckland Airport and churches.
I support the pools and leisure fees and charges
Franklin Local Board Paths Targeted Rate - I don't know.
You should be implementing policies to reduce waste - hard to see how removing pay as you waste accomplishes this.
No other feedback
Franklin Local Board Paths Targeted Rate - Do not Support.
no
no
no
Include shopping + trolleys in litter charges Increase fines for littler- congestion charge around schools Charge businesses for footpath use Charge infit housing more for upgrades required to infrastructure
no
no thank you

I support the proposed plan and hope it can be implemented as soon as possible.

Source	Sub #	Date	ResponseID	Q1A LTP Direction	Q1B Transport	Q1B LTP Water
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Online	4725	13/03/2024 16:01	R_417HvOutjt	Do less (reduc	Do more	As proposed
Online	4768	13/03/2024 20:23	R_4QMdhbwj	Proceed with	Do less	Do more
Online	4774	13/03/2024 20:55	R_438JzUYb1i	Do less (reduc	Do less	As proposed
Online	4825	14/03/2024 10:27	R_4pSCJ8hSu	Do less (reduc	Do less	
Online	4868	14/03/2024 12:56	R_4D745SKql	Do less (reduc	Do less	Do less
Online	4894	14/03/2024 14:47	R_4yY8f7Rulc	Do less (reduc	As proposed	As proposed
Online	4957	14/03/2024 18:14	R_4U5zuE9pu	Do less (reduc	Do less	Do less
Online	5003	14/03/2024 22:26	R_4pLvISBRB\	Do more (incr	Do more	Do more
Online	5073	15/03/2024 10:07	R_4VUjDYTXV	Other	Do less	Do less
Online	5120	15/03/2024 12:23	R_4J9v3hSsbI	Do less (reduc	As proposed	As proposed
Online	5141	15/03/2024 14:04	R_4xCZbk3oQ	Do more (incr	Do more	Do more
Online	5223	15/03/2024 20:07	R_4L84CzXyni	Proceed with	Do less	Do more
Online	5341	16/03/2024 16:23	R_4Ork4fPQc	Do less (reduc	Do more	As proposed
Online	5362	16/03/2024 16:28	R_49R0xhBzA	Do more (incr	Do more	Do more
Online	5375	16/03/2024 16:30	R_45cSCnlzdC	Do less (reduc	As proposed	As proposed
Online	5390	16/03/2024 16:32	R_4pDoBCI6V	Do less (reduc	Do more	As proposed
Online	5551	17/03/2024 16:04	R_4k1i5Tu4OI	Do more (incr	Do more	Do more
Online	5598	18/03/2024 0:24	R_4duuJwuJ9	Proceed with	Do more	Do more
Online	5684	18/03/2024 12:11	R_4dGwkEM\	Do more (incr	Do more	Do more
Online	5713	18/03/2024 13:46	R_44RQfm3V	Proceed with	Do more	Do more
Online	5724	18/03/2024 14:45	R_4f2v0CDwf	Do more (incr	Do more	Do more
Online	5777	18/03/2024 18:38	R_44q3B0EEP	Do more (incr	Do more	Do more
Online	5793	18/03/2024 20:05	R_4gh8ZPQYy	Do less (reduc	Do less	As proposed
Online	5802	18/03/2024 20:39	R_4Eb87AUU	I don't know	As proposed	As proposed
Online	5829	18/03/2024 23:03	R_4Dwmu3U	Do less (reduc	Do more	Do less
Online	5854	19/03/2024 8:13	R_4s4V1Vq2F	Do more (incr	Do more	Do more
Online	5874	19/03/2024 9:32	R_4ItUjeQ8xT	Do less (reduc	Do less	As proposed
Online	5885	19/03/2024 10:21	R_4l9qCP9ZSf	Proceed with	Do more	As proposed
Online	5890	19/03/2024 10:34	R_4lsN4ln68T	Do more (incr		As proposed
Hard copy	5906	19/03/2024 11:47	R_4MDOoUcz	Proceed with	Do more	Do more
Hard copy	5917	19/03/2024 12:20	R_4FPXR1qiD	Proceed with	Do more	Do more
Online	5941	19/03/2024 13:50	R_4d9PxZjRFF	Do more (incr	Do more	Do more
Online	5950	19/03/2024 14:11	R_4BrkoFPXXI	Do more (incr	Do more	Do more
Hard copy	5965	19/03/2024 14:45	R_4ty98UWZJ	Proceed with	Do more	As proposed
Hard copy	5975	19/03/2024 15:02	R_4AYrlZnQKj	Proceed with	Do more	As proposed
Hard copy	6038	19/03/2024 17:21	R_4U4DPOKK	Do less (reduc	As proposed	Do less
Online	6115	20/03/2024 0:00	R_46m8diYdr	Do more (incr	Do more	Do more

Online	6147	20/03/2024 10:00	R_4XTtI0fBsp	Other	Do more	Do more
Hard copy	6215	20/03/2024 13:20	R_4f0WaiYGs	Proceed with	Do more	Do more
Online	6228	20/03/2024 13:24	R_4pmvVHxT	Do less (reduc	Do more	Do more
Hard copy	6291	20/03/2024 13:51	R_4EDVEfzdH	Do less (reduc	As proposed	Do more
Online	6311	20/03/2024 14:00	R_4OwAlVZPt	Do less (reduc	Do less	As proposed
Online	6328	20/03/2024 14:08	R_4qg9TdIJHE	Do less (reduc		
Online	6383	20/03/2024 14:42	R_7Lzo7LUmf	Do more (incr	Do more	Do more
Hard copy	6392	20/03/2024 14:49	R_4BS0zLbVIH	Do less (reduc	As proposed	As proposed
Online	6422	20/03/2024 15:13	R_4rWIOYeov	Do more (incr	Do more	Do more
Online	6428	20/03/2024 15:16	R_4nVqekNNI	Do less (reduc	As proposed	As proposed
Online	6578	20/03/2024 16:58	R_4exxr8siqA	Proceed with	Do more	Do more
Online	6589	20/03/2024 17:18	R_41LBBfzLq3	Do less (reduc	As proposed	As proposed
Online	6639	20/03/2024 19:10	R_4kBvkTz3YI	Do less (reduc	Do more	Do more
Online	6700	20/03/2024 21:10	R_42DwdeQV	Do less (reduc	Do less	As proposed
Online	6768	21/03/2024 7:12	R_4WhqzcfYy	Do more (incr	Do more	Do more
Online	6935	21/03/2024 12:01	R_4RVA8EAq4	Proceed with	Do more	Do more
Online	6943	21/03/2024 12:07	R_4uPRLIW01	Do less (reduc	Do less	Do less
Online	7022	21/03/2024 13:34	R_4SCTF5KN9	Do less (reduc	Do less	As proposed
Hard copy	7075	21/03/2024 14:23	R_40qrtC6G7I	Proceed with	As proposed	As proposed
Online	7084	21/03/2024 14:37	R_4gk0nPBzV	Do less (reduc	Do less	Do more
Online	7158	21/03/2024 16:04	R_4Uf74r3pH	Do less (reduc	Do more	Do more
Hard copy	7175	21/03/2024 16:31	R_4ffjytv0mV			
Online	7192	21/03/2024 16:58	R_42INGtmTV	Do more (incr	Do more	As proposed
Online	7196	21/03/2024 17:04	R_4j97ofvcV2	Proceed with	Do less	As proposed
Online	7202	21/03/2024 17:09	R_4g8fKcQ4r4	Proceed with	Do more	As proposed
Online	7222	21/03/2024 17:46	R_4AL3FuSnZ'	Do less (reduc	Do more	As proposed
Online	7228	21/03/2024 18:02	R_4CPBnLazV	Do more (incr	Do more	As proposed
Online	7249	21/03/2024 19:15	R_4v8qpKT2L	Do less (reduc	Do less	Do more
Online	7286	21/03/2024 21:12	R_4fdp1tymkI	Do more (incr	Do more	As proposed
Online	7325	22/03/2024 0:43	R_54ID4xQIM	Do more (incr	Do more	Do more
Online	7364	22/03/2024 8:57	R_4fftAYhmY(
Online	7365	22/03/2024 8:58	R_41FXJEJhhr			
Hard copy	7391	22/03/2024 10:06	R_4VeF3RBi1)			
Hard copy	7605	22/03/2024 15:02	R_4IYL7GB6V	Proceed with	As proposed	Do more
Hard copy	7609	22/03/2024 15:11	R_4VBWuQcV	Proceed with	Do more	Do more
Hard copy	7611	22/03/2024 15:15	R_4qNXo0gip.		Do more	Do more
Hard copy	7637	22/03/2024 16:11	R_4n8D5uP0E	Proceed with	As proposed	As proposed
Hard copy	7644	22/03/2024 16:28	R_4cvLhFkz4f	Proceed with	Do more	As proposed
Online	7685	22/03/2024 18:18	R_4waENumC	Do less (reduc	As proposed	As proposed
Online	7784	23/03/2024 8:48	R_41nej4NX4	Proceed with	As proposed	Do more
Online	7893	23/03/2024 13:44	R_4Pz8yRQp4	Proceed with	As proposed	Do more
Online	7918	23/03/2024 15:20	R_4XAV0T5OI	Other		
Online	7928	23/03/2024 16:00	R_4qhyAmnO	Proceed with	Do more	Do more
Online	7934	23/03/2024 16:14	R_401pbwWC	Do more (incr	Do more	Do more
Online	7935	23/03/2024 16:18	R_4BSqsHJlu4	Do more (incr	Do more	Do more
Online	7950	23/03/2024 16:58	R_42QaBDW\	Proceed with	Do more	Do more
Online	8048	24/03/2024 9:24	R_4pSpWYBvl	Proceed with	As proposed	As proposed
Online	8090	24/03/2024 12:12	R_4eQqFWGk	Do more (incr	Do more	Do more
Online	8229	24/03/2024 19:49	R_42Dc9e2tM	Do less (reduc	Do less	Do less
Online	8262	24/03/2024 21:50	R_4RPtZxHqU	Do more (incr	Do more	As proposed

Online	8346	25/03/2024 9:20	R_4UOsAYkfd	Proceed with	As proposed	As proposed
Hard copy	8392	25/03/2024 9:46	R_4D76YHZ0E	Do less (reduc	Do less	As proposed
Online	8413	25/03/2024 10:06	R_4pSus3QIw	Do more (incr	As proposed	As proposed
Hard copy	8455	25/03/2024 10:56	R_4gJyUEf47P	Do less (reduc	Do more	As proposed
Online	8475	25/03/2024 11:20	R_4dzsKjg8jFI	Proceed with	As proposed	As proposed
Online	8476	25/03/2024 11:21	R_4AKBKruUE	Proceed with		
Online	8505	25/03/2024 12:16	R_4fuxyzhrPc	Do less (reduc	As proposed	As proposed
Online	8545	25/03/2024 13:23	R_42YibVb3N	Do more (incr	Do more	Do more
Hard copy	8572	25/03/2024 14:15	R_4IEaQ2jimT	Do more (incr	As proposed	Do more
Online	8640	25/03/2024 15:42	R_4CUrGwFW	Do more (incr	Do more	Do more
Online	8641	25/03/2024 15:43	R_4yEZ9k2He	Proceed with	As proposed	As proposed
Online	8644	25/03/2024 15:51	R_4Vr4bzpsA	Proceed with	As proposed	As proposed
Hard copy	8669	25/03/2024 16:38	R_4qh9vO3Yx	Do more (incr	Do more	Do more
Online	8675	25/03/2024 16:43	R_4ItLwQdxx	Do less (reduc	As proposed	As proposed
Online	8832	25/03/2024 21:08	R_4GZyeHgM	Do less (reduc	Do more	Do more
Online	8932	26/03/2024 7:13	R_4eLZ6ZJ7y	Do more (incr	Do more	Do more
Online	8974	26/03/2024 9:00	R_4IKjfMLFjt	Do more (incr	Do more	Do more
Hard copy	9097	26/03/2024 10:14	R_4pmwvFPB		As proposed	Do more
Hard copy	9110	26/03/2024 10:19	R_4dvQ8MGc	Do less (reduc	As proposed	Do more
Hard copy	9127	26/03/2024 10:27	R_4MYRcR6B		As proposed	Do more
Hard copy	9259	26/03/2024 11:55	R_4SjeX3uMI	Proceed with	As proposed	As proposed
Hard copy	9271	26/03/2024 12:04	R_4VhL7W1E		As proposed	As proposed
Hard copy	9355	26/03/2024 12:45	R_4rS241RM	Proceed with	As proposed	As proposed
Online	9437	26/03/2024 13:38	R_4EcXZQ040	Proceed with	Do more	Do more
Hard copy	9450	26/03/2024 13:46	R_4fISPOxSv2	Do less (reduc	Do less	As proposed
Hard copy	9595	26/03/2024 14:12	R_42LXgwwV	I don't know	Do more	Do more
Online	9868	26/03/2024 17:38	R_4QfgpPLQB	Do less (reduc	Do less	As proposed
Online	9930	26/03/2024 19:07	R_431JPKSfLZ	Do more (incr	Do more	Do more
Online	10056	26/03/2024 22:01	R_4xtah5rDjt	Do more (incr	Do more	Do more
Online	10065	26/03/2024 22:09	R_4sall492TS	Do less (reduc	Do more	As proposed
Online	10218	27/03/2024 9:13	R_4DjT2LK3P	Proceed with	As proposed	As proposed
Online	10295	27/03/2024 10:07	R_4aqLqolKTE	Do less (reduc	As proposed	Do more
Hard copy	10326	27/03/2024 10:30	R_4n0ynGyKS			
Online	10344	27/03/2024 10:41	R_4m2sliVqar	Do more (incr	Do more	Do more
Hard copy	10352	27/03/2024 10:44	R_4FQSIPL71	Do less (reduc	Do more	Do more
Hard copy	10377	27/03/2024 10:51	R_4oDcN3rM	Proceed with	As proposed	As proposed
Online	10440	27/03/2024 11:11	R_4msgT3Ydc			
Hard copy	10473	27/03/2024 11:23	R_4kiqrdEZJJ	Proceed with		
Hard copy	10495	27/03/2024 11:31	R_4GkVY8VE	Do less (reduc	Do less	Do less
Online	10512	27/03/2024 11:41	R_4Llv9CIVan	Do more (incr	As proposed	Do more
Online	10519	27/03/2024 11:44	R_4pu4DxFaC	Proceed with	As proposed	As proposed
Hard copy	10532	27/03/2024 11:48	R_4ogU6kni0i	Proceed with	As proposed	Do more
Online	10538	27/03/2024 11:52	R_4VI5cP1NH	Do less (reduc	As proposed	As proposed
Hard copy	10546	27/03/2024 11:56	R_4s4gnPIbbl	Proceed with	As proposed	Do more
Online	10595	27/03/2024 12:30	R_4fDYa5PT0	Proceed with	As proposed	Do more
Online	10664	27/03/2024 13:16	R_4Nq6hi6FO	Do more (incr	Do more	As proposed
Online	10681	27/03/2024 13:30	R_4ECbotwFn	Proceed with	Do more	Do more
Online	10839	27/03/2024 15:32	R_4QrwQoqB	Proceed with	As proposed	As proposed
Hard copy	10876	27/03/2024 15:53	R_4LEUx88Te	Proceed with	Do more	Do more
Online	10901	27/03/2024 16:05	R_4E6epBas8	Do more (incr	Do more	Do more

Online	10943	27/03/2024 16:27	R_4x6PyN1m'	Do more (incr	As proposed	As proposed
Online	11054	27/03/2024 17:11	R_4QrVQYygi			
Online	11169	27/03/2024 19:15	R_4kTvgNrBJs	Do more (incr	Do more	Do more
Online	11216	27/03/2024 20:11	R_4kxv8Lupl	Do more (incr	Do more	As proposed
Online	11264	27/03/2024 20:53	R_4dH214QIS	Do less (reduc	As proposed	As proposed
Online	11288	27/03/2024 21:13	R_4ZdljvqRckl	Do more (incr	Do more	Do less
Online	11350	27/03/2024 22:04	R_4SQ5Nafdn	Do more (incr	Do more	Do more
Online	11413	27/03/2024 22:46	R_41G7HJDo	Proceed with	As proposed	
Online	11421	27/03/2024 22:57	R_45AbzSNC1	Proceed with	Do more	
Online	11472	28/03/2024 1:37	R_4DYTvaEiH	Proceed with	Do more	As proposed
Online	11482	28/03/2024 5:16	R_44zbDV1lz	Do less (reduc	As proposed	Do less
Online	11498	28/03/2024 6:30	R_4g23SxIXBC	Do more (incr	Do more	As proposed
Online	11584	28/03/2024 8:46	R_4Cebxh1fE1	Proceed with	Do more	Do more
Online	11604	28/03/2024 8:57	R_4g6dxaA8V	Proceed with	Do more	As proposed
Online	11612	28/03/2024 9:00	R_43rngqk4A	Proceed with	Do more	Do more
Online	11622	28/03/2024 9:02	R_4zkrdeHOa	Do less (reduc	As proposed	As proposed
Online	11689	28/03/2024 9:36	R_4QPEHziW	Do more (incr	Do more	Do more
Hard copy	11758	28/03/2024 10:04	R_4Lp2OXRKf	I don't know	Do more	Do more
Online	11784	28/03/2024 10:15	R_4BY34zNrv	Proceed with	Do more	Do more
Online	11786	28/03/2024 10:16	R_4isPedwHf	Do more (incr	Do more	Do more
Online	11882	28/03/2024 10:54	R_4pblCTaflo	I don't know		Do more
Hard copy	11892	28/03/2024 10:58	R_4RRhEaWg	Do more (incr	Do more	Do more
Online	11941	28/03/2024 11:09	R_41BseDEU	Other	As proposed	As proposed
Hard copy	12002	28/03/2024 11:22	R_4yBB5t9ikv		Do more	Do more
Online	12007	28/03/2024 11:22	R_4b2emS5V	Proceed with	Do more	Do more
Online	12009	28/03/2024 11:23	R_43h4NFhcg	Do more (incr	Do more	As proposed
Hard copy	12014	28/03/2024 11:24	R_44ipvGn08		Do more	Do more
Hard copy	12077	28/03/2024 11:45	R_4bi2Fm28g		As proposed	Do less
Online	12170	28/03/2024 12:11	R_41c2oWRb	Do less (reduc	Do less	As proposed
Online	12184	28/03/2024 12:16	R_4JBxRwlors	Do less (reduc	Do less	Do more
Online	12310	28/03/2024 13:16	R_4KZuawiqE	Proceed with	As proposed	As proposed
Online	12349	28/03/2024 13:30	R_4B3w5Y2CI	Other	Do more	As proposed
Online	12381	28/03/2024 13:42	R_44cwC9xG	Do more (incr	Do more	As proposed
Online	12402	28/03/2024 13:47	R_4Ptgvqgp3f	Do more (incr	As proposed	As proposed
Hard copy	12411	28/03/2024 13:48	R_4qeOluCisd	Proceed with	Do more	Do more
Hard copy	12419	28/03/2024 13:51	R_4uJQntELSI	Proceed with	As proposed	As proposed
Online	12475	28/03/2024 14:05	R_4K3ckprPw	Other	Do less	Do more
Online	12482	28/03/2024 14:07	R_4MAkjsSyN	Do less (reduc	As proposed	As proposed
Online	12483	28/03/2024 14:08	R_49eo0H3uE	Do less (reduc	Do less	As proposed
Online	12648	28/03/2024 15:09	R_4I4Aaws7JB	Do less (reduc	As proposed	As proposed
Online	12651	28/03/2024 15:10	R_4qdrzaqdw	Do more (incr	Do more	Do more
Online	12681	28/03/2024 15:29	R_4wYkRkIDC	Do less (reduc	Do less	As proposed
Hard copy	12711	28/03/2024 15:45	R_4s12LUzwY			
Online	12718	28/03/2024 15:50	R_4eK0ycFma	Proceed with	As proposed	As proposed
Online	12729	28/03/2024 15:54	R_4IY4Fq89cs	Do more (incr	Do more	Do more
Online	12739	28/03/2024 15:57	R_43UolHhc1	Proceed with	As proposed	Do more
Online	12746	28/03/2024 16:00	R_4KIGiCTeej	Proceed with	Do more	As proposed
Online	12748	28/03/2024 16:00	R_4HHX2CNft	Proceed with	As proposed	Do more
Online	12789	28/03/2024 16:16	R_4BPNxzL23	Do more (incr	As proposed	Do more
Hard copy	12805	28/03/2024 16:20	R_4GQgTujcG	I don't know		

Hard copy	12822	28/03/2024 16:27	R_4rYPRqTRR	Do more	As proposed
Online	12866	28/03/2024 16:45	R_4b0OloPCX	Proceed with	As proposed
Hard copy	12896	28/03/2024 16:54	R_4UbxofbEQI	don't know	Do more
Online	12976	28/03/2024 17:37	R_4EF4ZaGaB	Proceed with	As proposed
Online	13006	28/03/2024 17:58	R_4oGwgSUV	Proceed with	Do less
Online	13063	28/03/2024 18:36	R_4voWZc3ey	Other	Do less
Online	13260	28/03/2024 20:43	R_4QMq4sYiE	Proceed with	
Online	13310	28/03/2024 21:03	R_4HBDdyYin	Proceed with	As proposed
Online	13374	28/03/2024 21:28	R_4kOOAktX/	Proceed with	As proposed
Online	13442	28/03/2024 21:45	R_4nqn3uHUI	Do more (incr	Do more
Online	13461	28/03/2024 21:54	R_410AAy8II3	Do less (reduc	As proposed
Online	13572	28/03/2024 22:36	R_4hJNFBi8W	Do less (reduc	As proposed
Online	13615	28/03/2024 22:55	R_4qg7HxgaZ	Do more (incr	Do more
Online	13618	28/03/2024 22:56	R_4lq41FP6b(Do more (incr	Do more
Online	13632	28/03/2024 23:04	R_4hENKDxtb	Do more (incr	Do more
Online	13696	28/03/2024 23:35	R_4g5OALeP5	Do more (incr	Do more
Online	13710	28/03/2024 23:40	R_4fiVtQftzLP	Proceed with	
Online	13724	28/03/2024 23:47	R_4pmQvwpS	Do more (incr	Do more
Hard copy	14094	30/03/2024 11:31	R_4alYyGrSZp	Proceed with	As proposed
Hard copy	14124	30/03/2024 16:27	R_4hT0TAdItE		As proposed
Online	14130	30/03/2024 21:30	R_4NzCwxv5t	Do more (incr	Do more
Hard copy	14131	31/03/2024 10:41	R_4PM51OwJ	Proceed with	As proposed
Hard copy	14188	2/04/2024 11:34	R_4CQJgyusk`	Proceed with	Do more
Hard copy	14252	2/04/2024 13:44	R_4dAYqj14W		Do more
Hard copy	14255	2/04/2024 13:48	R_4iOSXU0Q/	Proceed with	As proposed
Hard copy	14287	2/04/2024 14:24	R_4Do5r1D5Y		As proposed
Hard copy	14513	2/04/2024 16:48	R_4Ce1aBj95(Proceed with	As proposed
Hard copy	14581	3/04/2024 9:26	R_41nVtgR0S	Do less (reduc	Do more
Hard copy	14711	3/04/2024 10:41	R_44CTi1vtJM	Proceed with	As proposed
Hard copy	14716	3/04/2024 10:44	R_4lsensdwd	Proceed with	As proposed
Hard copy	14721	3/04/2024 10:47	R_4n7sIshFbf	Proceed with	As proposed
Hard copy	14725	3/04/2024 10:49	R_4rNwBrKVt	Do less (reduc	As proposed
Hard copy	14728	3/04/2024 10:52	R_4Ey1gDdUT	Proceed with	As proposed
Hard copy	14755	3/04/2024 11:10	R_4BWKANQI	Do more (incr	Do more
Hard copy	14766	3/04/2024 11:15	R_4v2t4s8ojfE		Do more
Hard copy	14769	3/04/2024 11:18	R_4PGNJKS9C		Do less
Hard copy	14887	3/04/2024 12:56	R_4ghkYQ8kz	Proceed with	As proposed
Hard copy	14896	3/04/2024 13:02	R_4KefjYBabn	Do less (reduc	As proposed
Hard copy	14926	3/04/2024 13:28	R_4aDQxcaO\	Proceed with	As proposed
Hard copy	14931	3/04/2024 13:30	R_4Cb5EW74		As proposed
Hard copy	14937	3/04/2024 13:33	R_41F7ZQMIf	Proceed with	As proposed
Hard copy	14938	3/04/2024 13:33	R_4P9yxMUFi		Do less
Hard copy	14948	3/04/2024 13:40	R_4LbPOG0FF		As proposed
Hard copy	14954	3/04/2024 13:43	R_41GI06ywe	Do less (reduc	Do more
Hard copy	14957	3/04/2024 13:45	R_4vbLaHsWI	Do less (reduc	As proposed
Hard copy	14960	3/04/2024 13:46	R_4g53VMwA	Proceed with	As proposed
Hard copy	14963	3/04/2024 13:48	R_4VEnJ8SPct	Do less (reduc	As proposed
Hard copy	14973	3/04/2024 13:55	R_4Kj0EQzPJv	Proceed with	Do more
Hard copy	14979	3/04/2024 13:58	R_4PWkk58W	Do less (reduc	As proposed
Hard copy	14985	3/04/2024 14:01	R_4JeE0YDiO(Do less (reduc	Do more

Hard copy	14992	3/04/2024 14:04	R_4iL1F65PM	Do less (reduc	Do more	As proposed
Hard copy	14996	3/04/2024 14:06	R_4LbP84mS	Do less (reduc	Do more	As proposed
Hard copy	15001	3/04/2024 14:09	R_4HH3agxnx	Do less (reduc	Do more	As proposed
Hard copy	15008	3/04/2024 14:15	R_4RERR4AC	Do less (reduc	Do more	As proposed
Hard copy	15012	3/04/2024 14:18	R_4Kx5k81dk	Do less (reduc	As proposed	As proposed
Hard copy	15044	3/04/2024 14:33	R_4qxdwcmU	Proceed with	Do more	Do more
Hard copy	15100	3/04/2024 15:05	R_4e2P9i47Jz	Do less (reduc	Do more	Do more
Hard copy	15114	3/04/2024 15:16	R_4zGYuypxF		As proposed	As proposed
Hard copy	15178	3/04/2024 15:41	R_4E9Ar7JLFT		Do more	
Hard copy	15189	3/04/2024 15:46	R_4Kv95MmF	Do less (reduc	Do more	Do more
Hard copy	15321	3/04/2024 16:39	R_4FmBR7Bq	Proceed with	As proposed	As proposed
Hard copy	15331	3/04/2024 16:44	R_4qj5RhLa3r	Proceed with	As proposed	As proposed
Hard copy	15353	3/04/2024 16:56	R_4OIdi6XFlq	Proceed with	As proposed	As proposed
Hard copy	15417	4/04/2024 8:49	R_4jExWuKG	Do less (reduc	Do less	Do less
Hard copy	15430	4/04/2024 9:15	R_4Qu0gdJA5	I don't know	Do more	Do more
Hard copy	15438	4/04/2024 9:29	R_4PbePeltbv	Proceed with	As proposed	As proposed
Hard copy	15439	4/04/2024 9:31	R_4O0IW8HV	Do less (reduc	Do less	Do less
Hard copy	15444	4/04/2024 9:41	R_4nPfI0CqfZ	Proceed with	As proposed	Do more
Hard copy	15451	4/04/2024 9:53	R_4g0IMlooB	Do less (reduc	Do more	Do more
Hard copy	15460	4/04/2024 10:02	R_4rBgVEnTIE	Do less (reduc	Do more	Do more
Hard copy	15461	4/04/2024 10:02	R_4rPnltrv6B	I don't know	As proposed	Do more
Hard copy	15468	4/04/2024 10:14	R_47zxN1TuD	Other	As proposed	Do more
Hard copy	15477	4/04/2024 10:25	R_4K2NqmhC	Do more (incr	Do more	Do more
Hard copy	15484	4/04/2024 10:39	R_4j9r7y8uHz	I don't know	As proposed	Do more
Hard copy	15501	4/04/2024 11:03	R_46wbyTxU	Proceed with		Do more
Hard copy	15502	4/04/2024 11:04	R_4tFsIGAj27	Do less (reduc	As proposed	Do more
Hard copy	15504	4/04/2024 11:08	R_4BXS4diKD	I don't know	As proposed	Do more
Hard copy	15515	4/04/2024 11:19	R_4h5u24vN	I don't know	As proposed	Do more
Hard copy	15517	4/04/2024 11:20	R_4fBLn6Tia8	Do more (incr	Do more	Do more
Hard copy	15522	4/04/2024 11:24	R_4BssmkVG	Proceed with	Do more	As proposed
Hard copy	15526	4/04/2024 11:28	R_4RsFoUWR	Proceed with	Do more	Do more
Hard copy	15599	4/04/2024 12:06	R_4sTnmDm	Do less (reduc	Do less	Do less
Hard copy	15626	4/04/2024 12:23	R_4KUaVc1AC			
Hard copy	15747	4/04/2024 13:33	R_4CcXqnXNe			
Hard copy	15784	4/04/2024 13:44	R_4SlvoPN0H			
Email	15902	4/04/2024 14:26	R_4mIxmP4U			
Email	15917	4/04/2024 14:33	R_4LILucvaxF			
Hard copy	15930	4/04/2024 14:39	R_4kGDzRUd			
Hard copy	15965	4/04/2024 14:56	R_401OTJhbc			
Email	16016	4/04/2024 15:18	R_4fDNoJm3			
Hard copy	16088	4/04/2024 16:29	R_41G85yR3	I don't know		
Hard copy	16108	4/04/2024 16:54	R_4S2zGXQYt			
Hard copy	16110	4/04/2024 16:58	R_4OvxQCDG	I don't know		
Online	16528	29/03/2024 12:00	R_4nN2wnDE	Do more (incr	Do more	Do more
Hard copy	17223	10/04/2024 10:10	FRENZ(2)_477	Proceed with	As proposed	As proposed
Hard copy	17224	10/04/2024 10:10	FRENZ(2)_478	Proceed with	Do less	Do less
Hard copy	17534	10/04/2024 10:10	FRENZ(2)_784	Do less (reduc	Do less	As proposed
Hard copy	17679	10/04/2024 10:10	KPACT_027	Proceed with	As proposed	As proposed
Hard copy	18750	10/04/2024 10:10	TANI_113	Do less (reduc	Do more	Do more
Hard copy	18768	10/04/2024 10:10	TANI_121	Do less (reduc		

Hard copy	18810	10/04/2024	10:10	TANI_149	Proceed with	As proposed	As proposed
Hard copy	18811	10/04/2024	10:10	TANI_158		Do more	Do more
Hard copy	18841	10/04/2024	10:10	TANI_184			
Hard copy	18997	10/04/2024	10:10	TANI_352	Proceed with		Do more
Hard copy	19001	10/04/2024	10:10	TANI_339	Proceed with	Do more	Do less
Hard copy	19011	10/04/2024	10:10	TANI_358	Do less (reduc	Do more	Do more
Hard copy	19103	10/04/2024	10:10	KPACT_194	Do more (incr	Do more	As proposed
Hard copy	19330	10/04/2024	10:10	BS_049	Proceed with	As proposed	As proposed
Hard copy	19334	10/04/2024	10:10	BS_050	Proceed with	As proposed	As proposed
Hard copy	19397	10/04/2024	10:10	BS_1015			
Hard copy	19436	10/04/2024	10:10	BS_1055			
Hard copy	19458	10/04/2024	10:10	BS_1090			
Hard copy	19468	10/04/2024	10:10	BS_1084			
Hard copy	19498	10/04/2024	10:10	BS_1108			
Hard copy	19635	10/04/2024	10:10	BS_1234			
Hard copy	19639	10/04/2024	10:10	BS_1236			
Hard copy	19640	10/04/2024	10:10	BS_1235			
Hard copy	19641	10/04/2024	10:10	BS_1237			
Hard copy	19695	10/04/2024	10:10	BS_1290			
Hard copy	20117	10/04/2024	10:10	BS_1681			
Hard copy	20118	10/04/2024	10:10	BS_1670			
Hard copy	20196	10/04/2024	10:10	BS_182	Proceed with	Do more	Do more
Hard copy	20197	10/04/2024	10:10	BS_183	Proceed with	As proposed	Do more
Hard copy	20199	10/04/2024	10:10	BS_181	Proceed with	Do more	Do more
Hard copy	20217	10/04/2024	10:10	BS_193	Proceed with	Do more	Do more
Hard copy	20228	10/04/2024	10:10	BS_194	Proceed with	Do more	Do more
Hard copy	20247	10/04/2024	10:10	BS_265			
Hard copy	20266	10/04/2024	10:10	BS_264			
Hard copy	20275	10/04/2024	10:10	BS_263			
Hard copy	20293	10/04/2024	10:10	BS_266			
Hard copy	20345	10/04/2024	10:10	BS_339			
Hard copy	20356	10/04/2024	10:10	BS_341			
Hard copy	20362	10/04/2024	10:10	BS_342			
Hard copy	20363	10/04/2024	10:10	BS_340			
Hard copy	20367	10/04/2024	10:10	BS_343			
Hard copy	20376	10/04/2024	10:10	BS_345			
Hard copy	20381	10/04/2024	10:10	BS_346			
Hard copy	20544	10/04/2024	10:10	BS_535			
Hard copy	20551	10/04/2024	10:10	BS_537			
Hard copy	20563	10/04/2024	10:10	BS_536			
Hard copy	20570	10/04/2024	10:10	BS_538			
Hard copy	20844	10/04/2024	10:10	BS_821			
Hard copy	20867	10/04/2024	10:10	BS_822			
Hard copy	21017	10/04/2024	10:10	BS_980			
Hard copy	21451	10/04/2024	10:10	CNSST_220	Proceed with	Do less	Do less
Hard copy	21475	10/04/2024	10:10	CNSST_219	Proceed with	Do less	Do less
Hard copy	21589	10/04/2024	10:10	CNSST_298	Do more (incr	Do more	Do more
Hard copy	21618	10/04/2024	10:10	CNSST_362		As proposed	As proposed
Hard copy	21853	10/04/2024	10:10	ZAN_027	Proceed with	As proposed	Do more
Hard copy	21872	10/04/2024	10:10	ZAN_022	Proceed with	As proposed	Do more

Hard copy	21877	10/04/2024 10:10	ZAN_021	Proceed with	Do more	Do more
Hard copy	21881	10/04/2024 10:10	ZAN_038	Do more (incr	Do more	Do more
Hard copy	21891	10/04/2024 10:10	ZAN_047	Proceed with	As proposed	As proposed
Hard copy	21894	10/04/2024 10:10	ZAN_045	Do less (reduc	As proposed	Do more
Hard copy	21895	10/04/2024 10:10	ZAN_039	Do less (reduc	Do more	Do more
Hard copy	21896	10/04/2024 10:10	ZAN_040	Do less (reduc	Do more	Do more
Hard copy	21901	10/04/2024 10:10	ZAN_041	Do more (incr	Do more	Do more
Hard copy	21919	10/04/2024 10:10	ZAN_054	Do less (reduc	Do more	Do more
Hard copy	21920	10/04/2024 10:10	ZAN_055	Do more (incr	Do more	Do more
Hard copy	21922	10/04/2024 10:10	ZAN_056	Proceed with	Do more	Do more
Hard copy	21925	10/04/2024 10:10	ZAN_069	Proceed with	Do more	Do more
Hard copy	21926	10/04/2024 10:10	ZAN_061	Proceed with	Do more	Do more
Hard copy	21929	10/04/2024 10:10	ZAN_063	Do less (reduc	Do more	Do more
Hard copy	21933	10/04/2024 10:10	ZAN_068	Proceed with	Do more	As proposed
Hard copy	21937	10/04/2024 10:10	ZAN_075	Proceed with	As proposed	As proposed
Hard copy	21940	10/04/2024 10:10	ZAN_077	Proceed with	Do less	Do more
Hard copy	21942	10/04/2024 10:10	ANCAD_056	Other	As proposed	As proposed
Hard copy	21950	10/04/2024 10:10	ANCAD_055			
Hard copy	21984	10/04/2024 10:10	ZAN_080	Proceed with	As proposed	As proposed
Hard copy	21988	10/04/2024 10:10	ZAN_079	Proceed with	Do less	Do more
Hard copy	22009	10/04/2024 10:10	WBT_040	Do more (incr	Do more	Do more
Hard copy	22028	10/04/2024 10:10	WBT_043	Do less (reduc	Do more	Do more
Hard copy	22036	10/04/2024 10:10	WBT_063	Proceed with	Do less	Do less
Other	22187	10/04/2024 10:13	ARA_0087	Do less (reduc		
Other	22319	10/04/2024 10:13	ARA_0230	Do less (reduc		
Other	22396	10/04/2024 10:13	ARA_0310	Do less (reduc		
Other	22526	10/04/2024 10:13	ARA_0442	Do less (reduc		
Other	22580	10/04/2024 10:13	ARA_0474	Do less (reduc		
Other	22686	10/04/2024 10:13	ARA_0619	Do less (reduc		
Other	22918	10/04/2024 10:13	ARA_0860	Do less (reduc		
Other	23036	10/04/2024 10:13	ARA_0973	Do less (reduc		
Other	23385	10/04/2024 10:13	ARA_1344	Do less (reduc		
Other	23530	10/04/2024 10:13	ARA_1516	Do less (reduc		
Other	23560	10/04/2024 10:13	ARA_1502	Do less (reduc		
Other	23566	10/04/2024 10:13	ARA_1500	Do less (reduc		
Other	23636	10/04/2024 10:13	ARA_1578	Do less (reduc		
Other	23712	10/04/2024 10:13	ARA_1660	Do less (reduc		
Other	24129	10/04/2024 10:13	ARA_2085	Do less (reduc		
Other	24224	10/04/2024 10:13	ARA_2181	Do less (reduc		
Other	24286	10/04/2024 10:13	ARA_2266	Do less (reduc		
Other	24313	10/04/2024 10:13	ARA_2270	Do less (reduc		
Other	24418	10/04/2024 10:13	ARA_2369	Do less (reduc		
Other	24973	10/04/2024 10:13	ARA_2933	Do less (reduc		
Other	25087	10/04/2024 10:13	ARA_3046	Do less (reduc		
Other	25528	10/04/2024 10:13	ARA_3466	Do less (reduc		
Other	25664	10/04/2024 10:13	ARA_3635	Do less (reduc		
Other	25714	10/04/2024 10:13	ARA_3673	Do less (reduc		
Other	25742	10/04/2024 10:13	ARA_3699	Do less (reduc		
Other	25751	10/04/2024 10:13	ARA_3714	Do less (reduc		
Other	25752	10/04/2024 10:13	ARA_3711	Do less (reduc		

Other	26055	10/04/2024 10:13	ARA_4022	Do less (reduc
Other	26210	10/04/2024 10:13	ARA_4189	Do less (reduc
Email	26255	10/04/2024 10:13	SRFIF_3	
Email	26290	10/04/2024 10:13	SRFIF_45	
Email	26309	10/04/2024 10:13	SRFIF_83	
Other	26433	10/04/2024 10:30	E15	
Other	26463	10/04/2024 10:30	E49	
Other	26515	10/04/2024 10:30	E120	
Other	26532	10/04/2024 10:30	E127	
Other	26538	10/04/2024 10:30	E106	
Other	26539	10/04/2024 10:30	E121	
Other	26549	10/04/2024 10:30	E147	
Other	26553	10/04/2024 10:30	E107	

Q1B LTP City and local development	Q1B LTP Environment and regulation	Q1B LTP Parks and Community	Q1B LTP Economic and cultural development	Q1B LTP Council support	Q1C Pay more Comment	Q1D Pay less Comment
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As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	Do less	Idj	Odj
Do less	Do more	Do less	Do more	As proposed	More funding fo	Catering to peop
Do less	Do less	As proposed	As proposed	As proposed	Not acceptable i	No cycleways, n
Do less	Do less	Do less	Do less	Do less	Cut council's wa	
Do less	Do less	Do less	Do less	Do less	Maintain roads,	Reduce AT spen
Do more	As proposed	As proposed	Do less	As proposed	Cycleways	
Do less	Do less	Do less	Do less	Do less	Think about wh	Cut you so calle
Do less	Do less	Do less	Do less	Do less		
Do less	As proposed	Do less	Do less	Do less		
Do less	As proposed	As proposed	Do less	As proposed	beat the *****	fire most of the
As proposed	Do more	Do more	As proposed	Do more	Protect marine	
Do more	Do more	As proposed	As proposed	As proposed		
Do less	Do more	Do less	Do less	Do less	Flooding protect	Short term proje
As proposed	As proposed	As proposed	As proposed	As proposed	take control of /	Stop Auckland T
Do less	As proposed	As proposed	Do less	As proposed		
Do less		Do less	Do less	Do less	NoI would like c	
Do less	As proposed	As proposed	Do less	As proposed	No. If more is ne	
Do more	Do more	Do more	Do more	Do more	Raised crossings	
Do less	As proposed	As proposed	Do less	As proposed	Maintain roads \	Do not build or i
As proposed	Do more	As proposed	As proposed	As proposed	Light rail	Sell the golf cou
Do more	As proposed	As proposed	Do less	Do less	More public trar	Less car-focused
As proposed	Do more	As proposed	Do less	As proposed		own and mainta
Do more	Do more	Do less	Do less	Do more	Security is a MU	Events can redu
As proposed	As proposed	Do more	As proposed	As proposed	More bus and c)	Don't remove ar
As proposed	Do more	Do more	As proposed	As proposed	I think that the /	Less mucking ar
As proposed	Do more	As proposed	As proposed	As proposed	Environmental p	Reading and car
Do more	Do more	Do more	Do more	As proposed	A roll out a prop	Decrease the m
Do more	As proposed	Do more	Do less	As proposed		
As proposed	Do less	As proposed	As proposed	As proposed		, Auckland Wayr
Do less	Do more	As proposed	Do less	As proposed		
Do less	Do less	Do less	Do less	Do less		Reduce AT spen
Do more	Do more	Do more	Do more	Do more	All of the above	
As proposed	Do more	As proposed	As proposed	As proposed	CYCLING LANES!	Golf courses.
Do more	Do more	As proposed	As proposed	Do more		
As proposed	Do more	As proposed	As proposed	As proposed	I think mental h	Decrease initiati
As proposed	Do more	Do more	As proposed	Do more		
Do more	As proposed	Do more	Do more	As proposed	Continue the ligl	Less road infrast
Do less	As proposed	As proposed	Do less	Do less		
As proposed	As proposed	As proposed	Do less	Do less	Make public trar	Less new roads.
Do less	Do less	Do less	Do less	Do less	None	Reduce the func
As proposed	Do less	As proposed	Do less	As proposed		

Do less	Do more	Do more	Do less	As proposed	Nothing	Reduce rate bills
Do less	Do more	Do more	Do more	Do less	Deliver better o	Ensure contracti
Do less	Do more	Do more	Do more	As proposed		Not so many Sig
Do more	Do more	Do more	Do more	Do more		
Do less	Do less	Do less	As proposed	Do less	Stop ripping off	public transport
Do less	Do less	Do less	Do less	Do less		Reduce council s
Do less	Do less	As proposed	Do less	Do less		
Do less	Do less	Do less	Do less	Do less	Do your job first	Do your job first
Do less	Do less	Do less	Do less	Do less	Natural disaster	Develop urban r
Do less	Do more	As proposed	Do less	As proposed	Yes, protecting	
Do less	As proposed	Do less	Do less	Do less		
Do less	Do less	Do less	Do less	Do less		
Do less	As proposed	As proposed	Do more	As proposed		
Do more	Do more	Do more	Do more	As proposed	Capital investm€	Decreasing bure
Do less	Do less	Do less	Do less	Do less		
As proposed	Do more	Do more	Do more	Do more	Lowering rates €	They are already
As proposed	Do less	As proposed	As proposed	As proposed		
Do less	As proposed	Do less	Do less	As proposed	Transportation	Reduce staff nur
Do less	Do less	Do less	Do less	Do less	No, Do less	Don't do any ne
As proposed	As proposed	As proposed	Do less	As proposed	Faster delivery c	Targeted rates f
Do less	As proposed	Do less	Do less	As proposed	I am not prepar€	See above
Do less	Do less	Do less	Do less	Do less	Reduce reliance	Automate proce
As proposed	As proposed		As proposed	As proposed	Improved public	
Do less	Do less	Do less	Do less	As proposed		Put in basic rour
Do less	Do less	Do more	Do less	Do less	Not at all	Yes, stop wastin
As proposed	As proposed	As proposed	As proposed	As proposed	Build more high	Cancel the highv
Do less	As proposed	As proposed	As proposed	Do more		Here are my sug
Do more	Do less	As proposed	As proposed	Do more	While you have	Stop paying for i
As proposed	Do less	Do less	Do less		Auckland Council	Review staff on
Do less	Do less	Do less	Do less	As proposed		Yes, focus only c
As proposed	Do less	Do less	As proposed	As proposed	No	Too many coun
Do less	Do less	Do less	Do less	Do less	They don't do ar	The Council hav
Do more	Do more	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed	We could afford	
As proposed	As proposed	As proposed	Do less	Do more	Better public tra	Build a huge spc
As proposed	Do more	Do more	Do more	As proposed	Fund more free	
Do less	Do less	Do less	Do less	Do less	Nothing -as Aucl	Stop wasting ou
Do less	As proposed	As proposed	Do less	As proposed	not applicable	No, parts of cou
Do less	As proposed	Do more	Do more	Do more	No - deliver the	Yes, stop wastin
Do less	Do less	Do less	Do less	Do less	Mayor Brown st	Mayor steps do
Do less	Do less	Do less	Do less	Do less	Yes, pls do more	Yes, pls make su
As proposed	As proposed	Do more	Do more	As proposed		
Do less	Do less	Do less	Do less	Do more	Do not rise the r	Do not rise the r
Do less	Do less	Do less	Do less	Do less	Council "NEEDS'	Get it done.
As proposed	Do more	As proposed	As proposed	As proposed	Developing cycl€	
Do less	As proposed	As proposed	As proposed	Do less		
As proposed	As proposed	As proposed	Do more	As proposed	subsidised and r	
Do less		Do less	Do less	Do less	Do more with le	Do more with le
Do more	As proposed	As proposed	As proposed	As proposed	Improve public t	Road safety upg
Do less	As proposed	Do less	Do less	Do more	You are anyway	Show "less ineff

Do less	As proposed	As proposed	Do less	As proposed	no
As proposed	As proposed	As proposed	As proposed	As proposed	
Do less	Do less	Do less	Do less	Do less	
Do more	Do more	Do more	Do more	Do more	
As proposed	Do less	Do less	Do less	Do less	Already we are f
Do less	Do more	As proposed	As proposed	As proposed	Reduce park anc
Do more	Do more	Do more	As proposed	Do more	Fix sewage infra: Less fancy lightin
Do less	Do less	Do less	Do less	Do less	Providing and m Nil
Do less	Do more	Do more	Do less	As proposed	Nothing Spend less and k
As proposed	Do more	As proposed	Do less	As proposed	The light rail is s
As proposed	As proposed	Do more	Do more	Do more	
Do more	Do more	Do more	Do more	Do more	More arts and ci No. I think aren'
As proposed	Do less	Do less	As proposed	As proposed	Reduce congesti Environmental i
Do less	As proposed	Do less	Do less	As proposed	No. No.
Do more	Do more	Do more	Do less	Do more	Services and fac Less toll booths
Do more	Do less	Do less	As proposed	Do more	Please make bu: Infrastructure cc
Do less	Do less	Do less	Do less	Do less	
Do less	Do less	Do less	Do less	Do less	nothing everything
Do less	As proposed	As proposed	Do less	As proposed	Less Library hou
Do less	Do less	Do less	Do less	Do less	
Do less	Do more	Do more	Do more	Do less	
Do more	Do more	Do more	Do less	Do less	
Do less	Do less	Do less	Do less	Do less	No, this would o almost everythi
As proposed	Do more	Do more	Do more	As proposed	I would like to s: I would like to s:
Do less	As proposed	As proposed	Do less	As proposed	Initiatives that d Reduce number
As proposed	Do more	Do more	Do more	Do more	
Do more	Do more	Do more	As proposed	Do more	Funding for
Do more	Do more	Do more	Do more	As proposed	
Do less	Do more	Do less	As proposed	Do less	Just keeping the Less committee:
As proposed	As proposed	Do more	Do more	As proposed	
Do more	Do more	Do more	Do more	Do more	Better Infrastruc Less Spending w
Do more	Do more	Do more	Do more	Do more	Everything - the: Absolutely not. '
Do less	Do more	Do more	Do less	As proposed	Make all the bo:
Do more	Do more	Do more	As proposed	Do more	Basically tidy Au
Do more	Do more	Do more	Do more	Do more	Creating greater
Do less	Do less	As proposed	Do less	Do less	
As proposed	As proposed	As proposed	As proposed	As proposed	
Do less	Do less	Do less	Do less	Do more	you do nothing : you do nothing :
Do more	As proposed	As proposed	As proposed	As proposed	More safe cycle: Less greenfield c
As proposed	As proposed	Do less	Do less	As proposed	
Do less	Do more	As proposed	As proposed	As proposed	I support furthe:
Do more	Do more	Do more	As proposed	Do more	
As proposed	Do more	As proposed	Do more	As proposed	No. Real estate
As proposed	As proposed	As proposed	Do more	Do more	Law and Order (
Do more	Do more	Do more	Do more	Do more	
Do more	As proposed	As proposed	As proposed	As proposed	I would like mor
Do less	As proposed	As proposed	As proposed	As proposed	
As proposed	As proposed	Do more	As proposed	As proposed	
Do less	Do less	Do less	Do less	Do less	Security camera roads & footpat
Do more	Do more	As proposed	As proposed	As proposed	More provision : I am not willing :

Do more	Do more	Do more	As proposed	Do more	STOP SAYING PA
As proposed	As proposed	Do more	As proposed	As proposed	Less overheads.
Do more	Do more	As proposed	As proposed	As proposed	Stormwater stru
As proposed	As proposed	Do more	As proposed	As proposed	Reduce regional
Do less	Do less	As proposed	Do less	As proposed	Less rates
Do less		Do less			-Improve on Sto
Do more	Do more	Do more	Do more	Do more	Reduce regional
Do less	Do less	As proposed	As proposed	Do less	Improved water
Do more	Do more	Do more	Do more	Do more	Less cycleways f
Do less	Do less	As proposed	As proposed	Do less	Restore destroy
Do more	Do more	Do more	Do more	Do more	Less corporate f
Do less	As proposed	Do less	Do less	Do less	Lower our incre
Do more	Do more	Do more	Do more	Do more	Less staff, as dis
Do less	Do less	As proposed	Do less	Do less	in particular, I w no
Do less	Do more	Do more	Do less	Do more	no no
Do more	Do more	As proposed	As proposed	Do less	Generate mone
Do more	Do more	Do more	Do more	Do more	No free service ,
As proposed	Do less	Do less	Do less	As proposed	Everything need No.
Do less	Do less	Do less	Do less	Do less	Increased safety
Do more	As proposed	As proposed	Do less	As proposed	Less involvemer
Do more	As proposed	Do more	Do less	As proposed	Reduce by keepi
Do more	Do more	Do more	As proposed	As proposed	Organize volunt
Do less	Do less	Do less	Do less	Do less	Support commu
Do more	Do more	Do more	As proposed	As proposed	Less economic d
Do less	Do less	Do less	Do less	Do less	Expenditure - to less events - ope
					Facilities for hor
					Roadwork.

Do more	Do more	Do more	As proposed	Do more	I would like Cou
As proposed	As proposed	As proposed	As proposed	Do more	No.
Do more	Do more	Do more	As proposed	As proposed	It would be grea
As proposed	As proposed	Do more	Do more	As proposed	Public transport
As proposed	Do more	As proposed	As proposed	Do more	More public trar
Do less	As proposed	Do more	Do more	As proposed	Force further co
Do more	Do more	Do more	Do more	Do more	More of Waste, Less of road con
Do more	Do more	Do more	Do more	Do more	Nil Nil
					Transport initiat

Do less	Do more	Do more	As proposed	As proposed	Continue to dev
As proposed	Do more	As proposed	As proposed	As proposed	pause the big ar
As proposed	As proposed	As proposed	As proposed	As proposed	Stormwater mai
As proposed	As proposed	As proposed	As proposed	As proposed	Transport develi-
As proposed	As proposed	As proposed	As proposed	As proposed	public transport
As proposed	Do less	As proposed	Do more	As proposed	safe road and cc
As proposed	As proposed	As proposed	As proposed	As proposed	climate change i
Do more	Do more	Do more	As proposed	As proposed	We cannot affor
					Need to continu

As proposed	Do more	Do more	As proposed	Do more	Before cutting s
Do more	Do more	Do more	Do more	Do more	Keeping our par
Do more	Do more	Do more	Do more	Do more	Stop messing ar
As proposed	As proposed	As proposed	Do less	As proposed	Equitable public
Do more	Do more	Do more	Do less	Do more	Do not change t
As proposed	Do more	Do more	As proposed	Do more	Auckland Council
Do less	Do less	Do less	Do less	Do less	I think Council n
As proposed	Do more	Do more	Do more	As proposed	Council should f
					High profile, high
					Increase accessi
					Funding for maj
					Public Transport

As proposed	As proposed	As proposed	As proposed	As proposed	I would prefer c
Do less	As proposed	Do less	Do less	As proposed	Stop caused pec
As proposed	As proposed	As proposed	As proposed	As proposed	
Do more	Do less	Do less	As proposed	Do less	Train station in f Parks and recrea
Do less	As proposed	As proposed	Do less	As proposed	Reduce domesti
		Do more	Do more		
Do less	Do less	As proposed	Do less	Do less	Transport, esper Natural environ
Do more	Do more	Do more	Do more	Do more	Create safer anc
As proposed	As proposed	Do more	Do more	Do more	
Do more	Do more		As proposed	As proposed	
Do less	Do more	Do more	As proposed	As proposed	Have more gree
Do less	As proposed	Do less	Do less	As proposed	No DON" T DO LESS!
Do more	Do more	Do more	Do more	Do more	Flooding relief Random road cl
Do less	As proposed	Do less	Do more	As proposed	Reinstate rubbish Reduce rubbish
Do more	Do more	Do more	Do more	Do more	
As proposed	Do more	As proposed	As proposed	As proposed	
Do more	Do more	Do more	Do more	Do more	walking and cycl N/A
As proposed	As proposed	As proposed	As proposed	Do more	
Do less	As proposed	As proposed	As proposed	Do more	
As proposed	As proposed	As proposed	As proposed	As proposed	Stop wasting mc Spending money
As proposed	As proposed	As proposed	As proposed	As proposed	
As proposed	As proposed	As proposed	As proposed	As proposed	transport
As proposed	As proposed	As proposed	As proposed	As proposed	Transport Cycle lanes
Do less	As proposed	As proposed	Do less	As proposed	part of the major how much mon
Do less	Do less	As proposed	As proposed	Do less	
Do more	Do more	Do more	Do more	Do more	
As proposed	As proposed		As proposed	Do less	So many people Stop wasting mc
Do more	Do more	Do more	Do more	Do more	more care arou
Do more	Do more	Do more	Do more	Do more	
Do less	Do less	Do less	As proposed	As proposed	Improvements t Stop building sp
As proposed	As proposed	As proposed	As proposed	As proposed	
As proposed	Do more	Do more	Do more	Do more	
Do more	Do more	Do more	As proposed	As proposed	Cycle lanes new roads
As proposed	Do more	As proposed	As proposed	Do more	Rubbish collocat Rates
Do more	As proposed	Do more	Do more	As proposed	more rubbish cono
					Make all busses bring down gas
Do less	Do less	Do less	Do less	Do less	none less fuel, less tax
Do more	Do more	As proposed	As proposed	As proposed	More on public Less consulting a
As proposed	Do less	Do more	Do less	As proposed	nope nope
Do more	Do more	Do more	Do more	Do more	Do more but pa less innovation t
Do less	As proposed	As proposed	Do less	Do less	
Do more	As proposed	As proposed	Do more	Do more	
Do less	As proposed	Do more	As proposed	As proposed	
As proposed	Do more	As proposed	Do less	As proposed	More and better Lower salary to
Do less	As proposed	As proposed	Do less	As proposed	
	As proposed	Do more	Do more	As proposed	
Do more	As proposed	As proposed	As proposed	As proposed	Transport and R No
Do more	Do more	Do more	Do more	Do more	Long-term inves I'd like to pay ou

Do more	As proposed	As proposed	Do more	As proposed	Spend more on
Do more	Do more	Do more	Do more	Do more	Ensure roading i
Do less	Do more	Do more	Do less	Do less	Public transport New roads
As proposed	Do less	Do less	Do less	Do less	Bus lanes
Do less	Do less	Do less	Do less	Do less	Cycle lanes
Do more	Do more	Do more	As proposed	As proposed	Less gold plating
Do less	As proposed	Do less	Do less	As proposed	I would like mor I would like Cou
					Look at impact s
					Getting function Making more ro
As proposed	Do more	As proposed	As proposed	Do more	
Do less	As proposed	Do less	Do more	Do less	Public transport Waste money on
As proposed	As proposed	As proposed	Do more	As proposed	Auckland feels li
As proposed	Do more	As proposed	Do less	As proposed	
As proposed	As proposed	Do more	Do more	As proposed	Green (food)wa:
As proposed	Do more	As proposed	As proposed	As proposed	Make Auckland
Do less	As proposed	Do less	Do less	As proposed	no everything othe
Do more	Do more	Do more	Do more	As proposed	Better cycling in
Do more	Do more	Do more	Do more	Do more	
As proposed	As proposed	As proposed	As proposed	As proposed	Infrastructure de
Do more	Do more	Do more	As proposed	As proposed	Improve walkwa
Do less	Do more	Do more	Do more	Do more	I live in Mt Roski Less staff so mo
Do more	Do more	As proposed		As proposed	
As proposed	Do more	Do more	As proposed	Do more	Do more does n Reduce the num
Do more	Do more	As proposed		As proposed	road no
Do less	Do less	Do more	Do less	Do more	Wider water saf
As proposed	Do more	As proposed	Do more	As proposed	
Do more	Do more	Do more	Do more	Do more	
As proposed	Do more	As proposed		Do less	
Do less	As proposed	Do more	Do less	As proposed	no. no pay more less revenue col
Do less	Do less	As proposed	Do less	As proposed	Put a stop to the
As proposed	As proposed	As proposed	As proposed	As proposed	
As proposed	Do more	As proposed	Do more	As proposed	Better support f Fewer level cros
Do less	Do less	As proposed	Do less	Do less	
Do more	As proposed	Do more	Do more	Do more	
Do more	As proposed	As proposed	As proposed	As proposed	water no
As proposed	As proposed	As proposed	As proposed	As proposed	
As proposed	As proposed				Taxes Taxes
Do less	Do less	Do less	Do less	Do less	Reduce Council Reduce spend o
Do less	As proposed	Do less	Do less	Do less	- Investment in c
Do less	As proposed	Do less	As proposed	As proposed	no parks and comm
As proposed	Do more	Do more	Do more	As proposed	Cycle ways. I cyc
Do less	Do less	Do less	Do less	Do less	Reduce rubbish
As proposed	As proposed	As proposed	As proposed	As proposed	
Do more	Do more	Do more	Do more	Do more	
Do more	As proposed	As proposed	As proposed	Do more	
As proposed	As proposed	As proposed	Do more	Do more	No No
Do more	Do more	As proposed	Do less	Do less	
Do more	Do more	As proposed	As proposed	As proposed	Planting more tr

As proposed	Do less	As proposed	Do more	Do less	Homeless	Lanes
As proposed	Do more	As proposed	Do less	As proposed		
Do more	Do more	Do more	Do more	Do more		
As proposed	Do more	As proposed	As proposed	As proposed	Enforcement act	
Do less	As proposed	Do more	As proposed	As proposed		Spending too m
As proposed	Do less	Do less	As proposed	Do less	Fix the wastewa	Less Auckland Tr
As proposed	As proposed	As proposed	As proposed	As proposed	Nothing	Nothing
As proposed	Do more	Do more	As proposed	As proposed	Higher developm	Speed bumps. C
Do more	Do more	Do more	Do more	Do more		
Do less	As proposed	Do less	Do less	Do less	Fix Auckland's w	less cultural cen
Do less	Do less	As proposed	Do less	Do less	Separating sewa	less creating of r
Do more	As proposed	As proposed	Do more	As proposed		
As proposed	As proposed	As proposed	Do more	As proposed	There are things	
As proposed	As proposed	As proposed	As proposed	As proposed	Public transport	
Do more	Do more	Do more	Do more	Do more	My biggest conc	Less roads and c
As proposed	As proposed	Do more	As proposed	As proposed	Public transport	
Do more	Do more	Do more	As proposed	As proposed	Cycling, walking,	
As proposed	As proposed	As proposed	Do less	As proposed		
Do more	Do more	Do more	Do more	As proposed	No	No
As proposed	Do more	As proposed	As proposed	As proposed	Environment + r	
Do more	Do more	Do more	As proposed	As proposed		ommunity activi
As proposed	As proposed	Do more	Do more	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	Do more	As proposed	Do more	Do more	Pay more to avo	is good if the co
Do more	As proposed	As proposed	As proposed	As proposed		
As proposed	Do more	As proposed	As proposed	As proposed	No	Less parking tick
As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	Do more	Health sector ne	
As proposed	Do less	Do less	Do less	As proposed		Cheaper the bet
As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	Do more	Do more	transport - frequ	
Do more	Do more	Do more	Do more	As proposed		
Do less	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed		
Do more	Do more	Do more	Do more	Do more	no	no
As proposed	As proposed	As proposed	As proposed	As proposed	Maintain rubbish	Take food scrap
As proposed	As proposed	As proposed	As proposed	As proposed	Maintain rubbish	Take food scrap
As proposed	As proposed	As proposed	As proposed	As proposed	maintain rubbish	take food scrap
Do less	Do less	Do less	Do less	Do less	Bring more effic	No cycling and r
As proposed	As proposed	Do more	Do more	Do more		
As proposed	As proposed	Do more	As proposed	As proposed		
As proposed	As proposed	Do more	Do more	Do more		
As proposed	As proposed	As proposed	As proposed	As proposed	Maintain rubbish	Take food scrap
As proposed	As proposed	Do more	Do more	Do more		
As proposed	Do more	Do more	Do more	As proposed	support local iw	giving investors
As proposed	As proposed	Do more	Do more	Do more		
As proposed	As proposed	Do more	As proposed	As proposed		

As proposed	As proposed	Do more	As proposed	As proposed		
As proposed	As proposed	Do more	As proposed	As proposed		
As proposed	As proposed	Do more	As proposed	As proposed		
As proposed	As proposed	Do more	As proposed	As proposed		
As proposed	Do more	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	Do more	As proposed	Added bus route	
Do more	As proposed	As proposed	Do more	Do more	(ineligible)	
As proposed	As proposed	As proposed	As proposed	As proposed	don't know	don't know
As proposed	As proposed	As proposed	As proposed	As proposed	No	No
As proposed	As proposed	As proposed	Do less	Do more		
As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed		
Do less	Do less	Do less	Do less	Do less		
As proposed	Do more	As proposed	Do less	Do less	no	do less roadwor
As proposed	As proposed	As proposed	As proposed	As proposed		
Do less	Do less	Do less	Do less	Do less	no	no
As proposed	As proposed	As proposed	As proposed	As proposed	diversification, f	less on function:
As proposed	Do more	As proposed	Do more	As proposed	Improving resou	
Do more	Do more	Do more	Do more	Do more	no	no
As proposed	As proposed	Do more	As proposed	As proposed	No i dont think s	It would be the l
Do more	Do more	As proposed	As proposed	As proposed		Do not sell airpc
As proposed	Do more	Do more	As proposed	Do more	Stormwater upg	
As proposed	As proposed	Do more	As proposed	As proposed	No i don't think	Not to pay for th
As proposed	As proposed	As proposed	Do less	Do more	no	no
As proposed	Do more	Do more	As proposed	As proposed		
As proposed	As proposed	As proposed	As proposed	As proposed	i dont think so	Not to pay for th
As proposed	As proposed	Do more	As proposed	As proposed	No i dont think s	For some areas i
Do more	Do more	Do more	Do more	Do more	more electric bu	car park time to
As proposed	As proposed	Do more	As proposed	As proposed	work more on r	
Do more	Do more	Do more	Do more	As proposed	make the street:	less bus lane
Do less	Do less	Do less	Do less	Do less		

Do more	Do more	Do more	Do more	Do more	more student su idk	
As proposed	As proposed	As proposed	As proposed	As proposed		
Do less	Do less	Do less	Do less	Do less		
Do less	Do less	Do less	Do less	Do less		
As proposed	As proposed	As proposed	As proposed	As proposed		
Do more					Fight crime, robl	Too much road i
					Medicine and Hc	

As proposed	As proposed Do more	As proposed As proposed	As proposed As proposed	As proposed Do more	Protect natural c Increase safety p increase New Ly
As proposed Do less Do more Do less As proposed As proposed	Do more Do more Do more As proposed Do more As proposed	Do more Do more Do more As proposed As proposed As proposed	As proposed As proposed Do more As proposed As proposed As proposed	As proposed Do more Do more Do less Do more As proposed	Urban infrastruc Accurate applica

Do more	Do more	Do more	Do more	Do more
Do more	Do more	Do more	Do more	Do more
Do more	Do more	Do more	Do more	Do more
Do more	Do more	Do more	Do more	Do more
Do more	Do more	Do more	Do more	Do more

As proposed	Do less	Do less	As proposed	As proposed	Education, publi
As proposed	Do less	Do less	As proposed	As proposed	no
Do more	Do more	Do more	Do more	Do more	no Less employer p
As proposed	As proposed	As proposed	As proposed	As proposed	
Do more	Do more	As proposed	As proposed	Do more	
Do more	Do more	As proposed	As proposed	Do more	

Dear Auckland C Dear Auckland C
Dear Auckland C Dear Auckland C

Do better with f

Q2 Transport	Tell us why	Q4 Transport Comment More	Q2 Transport Comment Less	Q3 North Harbour Stadium	Tell us why
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I don't know				I don't know	
Support most of Hgd		Gdtv	Hftig	Keep the stadium	Butch
Support most of could make mor		could make mor		Consider redeve	
Do not support	Just spend less,	Definately not!	(Cycleways, pede	Other	Sell the land anc
Don't support a	The mayor and c		Salaries for Cour	Other	It's a waste of m
Support most of	Cycle ways and	Maintaining exis	AT expenditure	Keep the stadium	Good for sports
Do not support	We need more i	Cycleways and p		I don't know	
Don't support a	Work for people	Nothing at all.	Everywhere. Re	Change the ope	Tens of Millions,
Don't support a				Other	I do not support
Support most of				Other	Sell the stadium
Support all of th stop ;people dri	rail		roads	Other	I do not give a *
Do not support	We need more r	Cycleways with		Consider redeve	Redeveloping th
Support most of	Subsidized publi			Keep the stadium	
Support most of	For people to ST	reduce cost for	no. keep things	Consider redeve	Stadiums sit unu
Support most of	Cycle ways may		Cycleways	Consider redeve	access and trans
Support all of th	Raised pedestri		Cycle ways are	Consider redeve	
Do not support	Too much of the		Too many hump	Change the ope	Needs to be use
Support all of th	Transport is imp			Keep the stadium	It is adequate. F
Support all of th	We need to kee	Raised crossings		I don't know	
Support most of	No expensive ur			Keep the stadium	Stadiums are no
Support most of	I want to see wc	Walking cycling ;		Consider redeve	
Support most of	Need more bike	Extend motat tr		Keep the stadium	
Support most of	I would still like			Consider redeve	I've never been
Support most of	Hopefully after t	Buses / Subway		Keep the stadium	Security is a MU
Support most of	I don't support s	Bus and cycle lai	Traffic managen	Consider redeve	
Support most of	If we don't get c	Cycleways. If we	Motorways. If tl	Keep the stadium	I really couldn't
Support most of	I support all of t			Consider redeve	
Support most of	I support all of t	If I was in charg	If pedestrian cro	Consider redeve	We don't need r
Support most of	Cycleways and s	Cycle ways. Mor	New Road proje	Keep the stadium	We are in a cost
Do not support	Because AT hav	No	Yes, no more sti	Keep the stadium	Is there are bett
Support most of				Consider redeve	Too many stadi
Support most of			Stop signboardir	Consider redeve	
Support most of	Should still be d	Cycle waysLiber		Keep the stadium	
Support most of	I strongly disagr	Cycling network		I don't know	
Support most of				Change the ope	
Support all of th		Na	Na	Consider redeve	It needs much b
Support all of th				Consider redeve	
Support most of	More should be	Continue the ligl	No roading expa	Consider redeve	Keep the comm
Support most of	Infrastructure n			Keep the stadium	If it ain't broke v
Support all of th	Sensible approa	No	No.	Consider redeve	
Do not support	Public transport			Keep the stadium	
Do not support	I'm not convinc	Roads. People s	Raised pedestri	Consider redeve	

Support all of th			Consider redeve
Support most of	Public Transport providing car-ba		Consider redeve It is an under uti
Support most of			Keep the stadiu
Support most of	You still need to		Consider redeve Make the precin
Do not support	stopping some p NO!	Fuel tax! vehicle	Keep the stadiu do not make any
Don't support a	Reduce cost and	Council rate	Keep the stadiu Save money
Do not support			Keep the stadiu
Don't support a	Council has been		Keep the stadiu
Do not support	Waste of money Good roads	stopping some p	Change the ope Wasted resourc
Support most of	I want public traspend more on	spend less on ro	Consider redeve
Don't support a	don't want to p		I don't know not living in that
Do not support	The raised pede: There are vast a cycleways - whic		Change the ope This has no real
Support most of			Keep the stadiu
Support most of	Ferry decarboni: Secondary cross	Pedestrian cross	Keep the stadiu Why are no con
Support all of th			Change the ope
Do not support	Public transport I can barely surv	Quality food anc	Other Is it necessary
Support all of th			I don't know
Support most of	Transport is sucl None	Petrol	Keep the stadiu If the council ha
Don't support a			Keep the stadiu
Support all of th	More on making		Keep the stadiu
Don't support a			Change the ope
Support all of th	This is ridiculous No. Reduce all s	Staff, executives	Consider redeve Dont sell the lan
Support most of			Keep the stadiu
Support most of	So much money No	Install less Traffi	Keep the stadiu We're all having
Support most of	No, need to lool		Change the ope Need to analyse
Support most of	Improve traffic! Public security! '		I don't know I haven't been tl
Support most of	See above com	•No - one wants	Other
Support most of	As outlined in pr	Council executiv	Change the ope Revenue from u
Support all of th	The regional fue Smarter project:	Contractors.	Keep the stadiu How widely is th
Don't support a	Council do not h		Keep the stadiu We can't afford
Do not support	Creating more c Every car should	Parking infringer	Change the ope There should be
Do not support	We don't need c NOTHING	Cycleways, bike	Other Waste of money
Support most of	Building bike lan Bike lanes	Roads. Building	Consider redeve
Do not support	Auckland transp		I don't know I don't visit the s
Support most of	I do not support Traffic cameras	No. Auckland m	Keep the stadiu Because I don't
Support most of	Public transport		Change the ope The stadium is u
Don't support a	Wasting all the r Don't spend any	Nothing	Keep the stadiu All the fund sho
Support most of	A focus on an o Optimised bus s	Ferry services o	Keep the stadiu
Support most of	Stop wasting mc Getting rid of sp	Anything to wit	Keep the stadiu Once it's gone it
Don't support a			Change the ope
Do not support	They have no lo Try to spend mc	Spend less more	Keep the stadiu No point to hav
Support most of	I don't agree wit		Consider redeve We have too ma
Don't support a	We already paid None	everything	Change the ope Waste money
Support most of	Council must eli 30% staff reduct	This also means	Consider redeve Must reduce the
Support most of	Cycleways need Cycleways and p		Keep the stadiu
Support most of			Consider redeve
Support all of th	More affordable		Keep the stadiu
Don't support a	not clear what it		Change the ope whatever is mos
Support most of			Consider redeve
Do not support	It is a known fac Nothing. You alr	Spend less on cc	Consider redeve Selling part of it:

Do not support	public transport	public transport	Change the open
Support most of			Change the open
Support most of			Consider redeve
Support most of	Disagree with st	Cycleways and c	Consider redeve
Do not support	Residential road	Park and library	The stadium is h
Support most of	Revisit light rail	Get rail back up	Cycleways that c
Support most of	Efficient and sus	Efficient, reliabl	Change the open
Support most of	No	Everything in ge	Community inpu
Support all of th	Public transport		Keep the stadiu
Support most of	I like the making	Light Rail to the	Bus lanes where
Support most of			Consider redeve
Support most of	I would like mor	Spend more on	No
Support most of			Keep the stadiu
Support most of	The reduction o	No.	No.
Don't support a	They do not incl	The central rail	I don't know
Support all of th	Too much mone	The bus fare is t	Reduce excessiv
Don't support a	Noone uses pub		Keep the stadiu
Don't support a	expensive	no	everything
Support most of	Build trams fron	Trams, Trains an	bicycle lanes, te
Support most of			Keep the stadiu
Don't support a	Water pipe rene	Bus lanes. T2 lar	Sell of surplus la
Do not support	Making public tr	some unnecessa	Change the open
Don't support a	you have been f	removing cycle	Keep the stadiu
Do not support	I support the inv	I would spend m	Spend less on in
Support all of th	Costs need to be	Under 25's discc	AT senior mana
Support most of			Change the open
Support most of			Keep the stadiu
Support all of th	Public transport	Light Rail	Cycle ways
Support most of			Consider redeve
Support most of	We need a worl	Climate Change,	On roadworks.
Support most of	I don't think any		Change the open
Support most of	Transport using	cycleways next	Other
Support all of th	We need to fix c	Why can't we us	All these stupid
Support most of	I believe previol	Cycleways and p	Building new ro
Support all of th		trains. Also char	traffic manager
Don't support a			Keep the stadiu
Don't support a	you do nothing	no - you do not	yes , on your sal
Support most of	I support these	Public transport	Less new roadin
Do not support			Keep the stadiu
Support most of	I think the surfa	I want to see	At
Support most of			Consider redeve
Support most of	Like flood destr	More Better roa	Road Tax
Support all of th	Public transport		
Support most of			Consider redeve
Support most of	I think cycle way		I don't know
Support most of	There should be	Railway System	I'm not a massiv
Support most of	Proper train syst	Train system.	
Support most of		Need a fast & re	Buses, as they a
Support most of	I do not support	More bus netwc	New roads in gr
			Consider redeve
			Redevelopment

Do not support | Too difficult to u Light Rail. Overh Salaries. Staff nu Consider redeve DO NOT SELL AN
 Support all of th Better and safer Reduce cycle lar Consider redeve
 Support all of th Auckland traffic Keep the stadiu No need to put i
 Support all of th Better and safer Reduce cycle lar Consider redeve
 Support most of I'm not happy th While I see valu Keep the stadiu As the city grow
 Do not support | Keep the stadiu
 Support most of I do not support Public transport More roads and Change the opei More communit
 Support most of Consider redeve
 Don't support ai Change the opei
 Support all of th I mostly support No Yes. The staffing Other We don't have t
 Support most of I support most c I want to spend no I don't know I do not know ei
 Support all of th get Auckland mc no no I don't know not particularly
 Do not support | To taxing, Na NA Consider redeve Easy to expandy
 Support most of Keep the stadiu
 Support all of th Keep the stadiu
 Support most of Transportation € Better roads ali Speed bumps Change the opei It will be more s
 Support all of th National has giv Yes organize shc On every thing € Keep the stadiu The operation r
 Do not support | No more roads. f Bike train bus h Parking provisio Other Ensure more of
 Southdown Aroi Road safety proj Consider redeve
 Don't support ai Because I am no Facilities for hor Roadwork Keep the stadiu Because
 Do not support | Too much focus Things that help Public transport Consider redeve Sell the stadium

Support most of I believe this is a I want to spend I would to spenc Consider redeve I don't believe tl
 Do not support | Yes investment | Renewals of foo Capital transpor Keep the stadiu
 Support all of th Public transport Keep the stadiu It's one stadium
 Support most of Consider redeve
 Support all of th Public transport Rail crossings an Reduce spend o Consider redeve We should be sv
 Do not support | Cannot see any More for parks, Urban planning Consider redeve Cost of maintair
 Support all of th I would like to g Nil Nil Keep the stadiu I don't have any
 Support most of Support public t Raised pedestri Road widening Consider redeve

Support all of th Keep the stadiu
 Support all of th Change the opei
 Support all of th Keep the stadiu
 Support all of th Transport in NZ Network optimi:- Keep the stadiu Not the priority
 Support all of th I thrive reliabilit Keep the stadiu Because it deliv
 Support all of th road is importar road safety cycleway Consider redeve support commu
 Support all of th These raised pe To be honest, w definitely cycle Consider redeve can't have an as
 Support most of Cycleways shoul Cycleways, pede Roads Consider redeve
 Support most of Stopping cyclew Ensure a regular Road cones Change the opei Ensure more us
 I don't know ho I strongly suppo Change the opei The stadium is a
 Support most of On the whole, I We need to corr Stop spending r Consider redeve
 Support most of The focus on eff Footpath maint Cycle ways. I don't know I haven't been t
 Support most of Pedestrian cross Roding, and th I don't know
 Support most of Raised pedestri Raised pedestri Consider redeve
 Support most of
 Support most of See above (wha Above Consider redeve

Support all of th	On balance, give No	NO	Keep the stadium	West Auckland i
Do not support	Too many temp	Cycleways raise	Change the open	Just too costly to
Support most of			I don't know	
Support all of th	I think it is a go	Train station, an	No	Consider redeve
Support most of	To reduce conge			Increase tourism
Support all of th				Keep the stadium
Support all of th				Consider redeve
Support all of th	Public transport	Public transport	Raised pedestria	I don't know
Support most of	More focus need	Cycle ways, ped	Expanding road	Change the open
Support most of	Public transport			Having more pu
Support all of th	It seems that m	Electrification of		I don't know
Support most of		traffic managem		Keep the stadium
Support all of th	A growing popul	No		Other priorities
Support all of th				Consider redeve
Support most of	A lot more need	Road conditions	Raised crossings	Not utilised eno
Support most of	If public transpo	Yes, cycleways.	Change the open	Make it more of
Support most of	Cycle ways. The			Consider redeve
Support most of	I support investr	Walkways and S		It needs a new li

Support all of th	transport	cycle lanes		Consider redeve
Support all of th				Consider redeve
Support all of th				Consider redeve
Support most of	need public tran	Park and ride op	cycle lanes along	Consider redeve

Don't support a	Public transport		Already there ar	Keep the stadium
Support most of	cycle-ways can r	cycling	cars an allowing	Change the open
Support most of	I support more c	Cycleways	Hop cards. enab	potentially unde
Support most of	Support stoppin	Local intersecti	Don't introduce	Keep the stadium
Support all of th				Infrastructure is
Support all of th				I don't know
I don't know				Keep the stadium
Do not support	reduction in pu	cycleways	new roads	I don't know
Support all of th	Rates		Fuel	
Support all of th	rates		fuel	Keep the stadium

Support all of th	Muslims			Keep the stadium
Support all of th	none	bus fees , fuel ta		Couse i like it
Support most of	money should b	Spend more on	Spend less on si	Keep the stadium
Support most of	nope	vbucks	vbucks	Change the open
Support most of	reduce traffic fir	better roads	fuel should be le	In a growing reg
Support most of				nope
Support all of th				Keep the stadium
Support all of th				Consider redeve
Support all of th				Keep the stadium
Support all of th	more and better	more and better	highly polluting	Consider redeve
Support all of th			get rid of raised	Auckland strugg
I don't know				I don't know
Support all of th	Road	fuel tax		don't know the
Support most of	Strongly oppose	I would like to s	We do not need	I don't know
			Keep the stadium	There are more

Support most of	Cycle ways will k	Cycle ways	Consider redeve	Redesign it to cc
Support most of	Greater investm	Development of	Consider redeve	
Support most of		Use overseas re:	Building new ro:	Consider redeve
Do not support				A grandeur and
Support most of		Bus lanes, low c		Keep the stadiu
Support most of	I support the inv	completing the II	I think there are	Consider redeve
Do not support	Traffic flows can	Park and ride st:	Raised pedestri:	Keep the stadiu
Do not support	I do support mo	Safety for non c:	Road modificati:	I don't know I was not aware
Support all of th				Keep the stadiu
Support all of th		To have a fancy	Consider redeve	We have got po
Support all of th		Availability of Pt	Consider redeve	
Support most of	Encouraging pec		Consider redeve	
Support all of th		Continue the co	Less investment	Change the ope
Support most of	To cut back on c	More trains & c		Consider redeve
Support all of th	I think it is great	no. There is a co	Cycle lanes, all t	Change the ope
Do not support	I Not happy with	Cycleways and p	Unsure.	I don't know
Support most of	Support cyclewa		Consider redeve	The resources cc
Support most of	Raised pedestri:	Improve walkwa	Consider redeve	The stadium shc
Do not support		Recreation Park:	Less money spe	Other I dont use it so
Support all of th	transport	fuel tax		I don't know
I don't know	Better transport	I am paying mor	The road cones	Keep the stadiu
Support most of		fuel tax		Consider redeve
Support most of		Better public tra		I don't know
Support most of	Removing/lowe			Consider redeve
Support most of				Consider redeve
I don't know	neither option s	no	everything traffi	Other i don't care or h
Don't support a	AT and the Coun	Mentioned abov	Ditto.	Consider redeve
Support all of th				Consider redeve
Support most of	I support the po	\$50 cap for tran	Bike paths	Consider redeve
Support most of		Have a bus, Trai	For areas that le	Consider redeve
Support all of th				Keep the stadiu
Support most of		fuel tax		Consider redeve
Support all of th				Keep the stadiu
Support all of th	Easy form of tra	No	Yes	Other I don't know
Support most of	Agree with redu		speed humps, t:	Change the ope
Do not support	I Do not support	I Captured above	Captured above	Consider redeve
Do not support	Reduce costs	no	parks and comm	Keep the stadiu
Support all of th		Cycle ways. Pub	New roads.	Consider redeve
Don't support a	Outsource this t	No	Yes. Stop unnec	Other Sell it to a privat
Support all of th				Change the ope
Support all of th				Change the ope
Support most of				Change the ope
Support most of		Grocery Clothes	Consider redeve	
Support all of th				Consider redeve
Support most of	Dont stop cycle			Keep the stadiu

Support most of	No	No	Keep the stadium
Support most of	Enabling safe access		Consider redevelopment. It seems the best option.
Support most of	Don't support it	Decarbonising our transport	Raised crossings. I don't know
Don't support it	Over investment	No. We are in a difficult position.	All of the initiatives. Consider redevelopment. It isn't used often.
Do not support it	Because at a time of financial constraint	Focus on upkeep	Spend less on general maintenance. I don't know. Because this makes sense.
Support most of	I support a focus on public transport	Train and bus transport	Private transport. I don't know
Support all of them	All the proposals	Nothing	Nothing. Consider redevelopment
Support most of	The regional funding	More bike lanes, road calming measures	Change the operation. North Harbour station.
Support most of	Some key highlights	Road safety (traffic lights)	Unsealed roads. I don't know
Support all of them	All of the above	Road maintenance	Build less new roads. Other. Change the management.
Support most of	The speed bumps	There are areas where speed bumps are definitely needed	
Support all of them	According to your needs	fossil fuel	Consider redevelopment. Stadiums are used for other purposes.
Support all of them	According to your needs	fossil fuel	Consider redevelopment. Stadiums are used for other purposes.
Support most of	Weekly public transport	Public transport	Consider redevelopment. It's too inconvenient.
Do not support it	For the love of the city	Anything to promote public transport	Roads and infrastructure. Consider redevelopment. So more people use public transport.
Support most of			Keep the stadium
Support most of	Cycle lanes and cycling, walking		Consider redevelopment
	Public transport		Consider redevelopment
Support all of them			Change the operation
Support all of them		Raised pedestrian crossings	Consider redevelopment
Support all of them	I don't like going to the stadium	Spend more on public transport	Spend less on stadium. Keep the stadium. No one really goes to the stadium.
Support all of them			Consider redevelopment
Do not support it	It will be fantastic on public transport	traffic management	Keep the stadium
Support most of	Because better traffic management		Consider redevelopment. It could be a good option.
Support all of them			I don't know. I don't think it's a good idea.
Support all of them			Consider redevelopment. No use.
Support all of them			Consider redevelopment
			Change the operation. Cut down on costs.
Support all of them			Consider redevelopment. Not required.
Support all of them	24 hour transport		Consider redevelopment
Do not support it			Consider redevelopment
Support all of them			Consider redevelopment. Not required.
Support most of			Keep the stadium
I don't know			I don't know
Support all of them			
Support all of them			
Support all of them			
Don't support it			Keep the stadium
Support all of them			Keep the stadium
Support all of them			Keep the stadium
Support all of them			Keep the stadium
Support all of them			Keep the stadium
Support all of them			Keep the stadium
Support all of them			Keep the stadium
Support all of them			Keep the stadium
Support most of	border control	f	Keep the stadium
Support all of them			Keep the stadium
Support most of			Keep the stadium

Support all of th		Keep the stadiu
Support all of th		Keep the stadiu
Support all of th		Keep the stadiu
Support all of th		Keep the stadiu
Support most of		Change the ope
I don't know		I don't know
Support most of		Keep the stadiu
Support all of th	more helps to se no	I don't know
I don't know	i havn't seen any No idear! you keep diggin	I don't know I havnt seen it
Support most of		Consider redeve
Support all of th		Consider redeve
Support all of th		Consider redeve
Support all of th		Consider redeve
I don't know		Keep the stadiu not spend more
I don't know	bus fares, parkir	I don't know i dont know but
Support most of	because I want t none but i can fr none	Keep the stadiu spend less its nc
Support most of	reducing tempo bus card no	Keep the stadiu not helpful to re
Support all of th	The plan sounds faster public tra pedestrian cross	Keep the stadiu because its usel
Do not support	Not all affecting no	I don't know
Support most of	no no no	Keep the stadiu
Support most of	Proposals for im	I don't know
	All proposals th Council to stron	I don't know Have little intere
Support most of	Not enough em Quicker introdu	Reduce extra go Consider redeve Does Auckland r
Support most of	Improve of the c NO No	Consider redeve To consider the
Support all of th	it sounds helpfu no no	Keep the stadiu I am not sure bu
Support most of	we need transp Transport	Keep the stadiu The stadium is n
Support most of		Consider redeve
Support most of	improve of the c no no	Consider redeve Community feec
Support all of th	more car park in reduce pedstarn	Keep the stadiu
Support most of	majority of the - -	Keep the stadiu A stadium woul
Support all of th	Because they lo Make the public cycle way bus la	Consider redeve to make more h
Support all of th		

I oppose the inti

I oppose the inti

I oppose the inti

Support all of th	bus quality	Keep the stadiu
Support all of th		Keep the stadiu
Support all of th		Keep the stadiu
Support all of th		Keep the stadiu
Don't support a	highway expans bike lane	I don't know Not interested in
I don't know		I don't know
	Traffic and trans	I don't know

I don't know
Support most of

Keep the stadium Symbol of that r
Keep the stadium

Support most of

Public transport
Public transport

Change the open
Keep the stadium

Land tax

Change the open

Do not support I-Pay cash by card

I don't know In a more practical

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree, please m

Support all of them ITS A GOOD ONE

Support all of them ITS A GOOD ONE

Support all of them ITS A GOOD ONE

Support all of them ITS A GOOD ONE

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

Support all of them Agree

I don't know The description transport system

Support most of no no

I don't know

I don't know

Support most of Cycling track

Do not support I

Change the open Can sell some of

I don't know

I don't know

I don't know

Keep the stadium

Keep the stadium

Do not support i			Change the open
Support most of			I don't know
Support all of th			Keep the stadium
Support most of	As it is an integr	On traffic contr	Keep the stadium
Support most of	Because we war		Consider redeve
Support most of	Because we war		Keep the stadium
Support all of th			Keep the stadium
Support all of th			Consider redeve
Support all of th	Because they wi	Public transport	Consider redeve
Support all of th	Less traffic and f		I don't know
Support most of		cycling tracks	Keep the stadium
Support all of th	because it will re	Public transport	Change the open
Support all of th			To ensure the gr
Support most of			Keep the stadium
Support all of th			Keep the stadium
Support all of th		Council should a	Consider redeve
			Keep the stadium
Support all of th			Keep the stadium
Support all of th	So they can be r	On Roads	Keep the stadium
Support most of			Keep the stadium
Don't support a			Keep the stadium
Support all of th			Keep the stadium

Transport/Traffi

Q4A Auckland Future Fund - AIAL	Tell us why	4b. Which option do you prefer for the future of Port of Auckland?	Tell us why	4c. If the council group continues to operate the Port of Auckland how would you	Tell us why
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I don't know		I don't know		I don't know	
Proceed with th					
Proceed with th		Retain underlyir	maintain owner:	Invest in the prc	
Proceed with th	Makes sense we	Retain underlyir	Leasing brings ir	Other	Reduce rates
Don't proceed w		Retain underlyir		Continue to use	
Don't proceed w	Council shouldn	Retain underlyir	Leasing port will	Continue to use	Reduces rates a
I don't know		I don't know		I don't know	
Don't proceed w	Not at all suppo	Retain underlyir		Continue to use	
Don't proceed w		Retain underlyir		Other	Use it to reduce
I don't know		Retain underlyir		Continue to use	
Other	As stated it is va	Retain underlyir	stop privatising :	Continue to use	just told you
Proceed with th		Retain underlyir		Invest in the prc	
Proceed with th		Retain underlyir		Invest in the prc	
Proceed with th	Selling our share	I don't know		I don't know	
Proceed with th	Self insurance is	Retain underlyir	Improved divide	Invest in the prc	Long Term Insur
Proceed with th		Retain underlyir		Invest in the prc	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th	This coalition go	Retain underlyir	Good idea. Also,	Invest in the prc	
Proceed with th		Retain underlyir		Invest in the prc	
Proceed with th	Diversification o	Retain underlyir	Good to diversif	Continue to use	
Proceed with th	We need.to hav	Retain underlyir	We shouldn't se	Other	Invest in council
Proceed with th	In theory yes. Bt	Retain underlyir		Invest in the prc	The fund could l
Don't proceed w	this appears to k	Retain underlyir	I do not support	Continue to use	the aim of the A
Don't proceed w	Security is a MU	Retain underlyir		Invest in the prc	
Other	Establish an Auc	Retain underlyir		Invest in the prc	
Other	I think that the f	I don't know	If we used the r	Continue to use	We need to inve
Other	provide a fundin	Retain underlyir		Continue to use	
Other	I think the broac	Other	I only support th	Continue to use	Council services
Don't proceed w	I don't believe ir	Retain underlyir	Long term inves	Continue to use	
Proceed with th	If anu councilor	Retain underlyir	If the Port is not	I don't know	
Proceed with th	There's no requi	Other	List on NZX with	Invest in the prc	
Proceed with th		Retain underlyir		Continue to use	
I don't know		I don't know		I don't know	
I don't know	I think having so	Retain underlyir	Long term we st	Continue to use	
Don't proceed w		Retain underlyir		Continue to use	
Don't proceed w	Auckland airpor	Retain underlyir		Invest in the prc	
Don't proceed w		Retain underlyir		Invest in the prc	
Don't proceed w	Asset sale, even	Retain underlyir	As long as the te	Continue to use	We desperately
Proceed with th	We need \$\$\$.	Retain underlyir	If it ain't broke v	Continue to use	Stop raising rate
Don't proceed w		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th	Sell it and pay d	Other	The council has	Other	Pay down debt

Don't proceed w		Retain underlyir		Invest in the prc
Don't proceed w		Retain underlyir		Continue to use
Proceed with th				Continue to use
Don't proceed w	Don't sell assets	Retain underlyir		Continue to use
Other	Keep it as it is.	I don't know	I dont use the prc	Continue to use can't afford any.
Don't proceed w	Dont like	I don't know		Continue to use
Proceed with th		Retain underlyir		Invest in the prc
Proceed with th		Retain underlyir		I don't know
Proceed with th	Savings passed c	Retain underlyir		Continue to use
Other	Take more time	Retain underlyir	Keeping council	Continue to use Auckland needs
Proceed with th	i think this is a s	Retain underlyir	council should c	Invest in the prc as said above
Proceed with th	Clearly council is	Retain underlyir	Leasing should p	Invest in the prc
Don't proceed w		Retain underlyir		Continue to use
Proceed with th		Retain underlyir	Realistically Auc	Invest in the prc
Proceed with th		Retain underlyir		Invest in the prc
I don't know	I do not fully un	I don't know	I don't know enc	Continue to use
Other	Invest in a pass	Retain underlyir	Private operator	Invest in the prc Long-term comp
I don't know		I don't know		Invest in the prc
Don't proceed w		Retain underlyir		Invest in the prc
Don't proceed w		Retain underlyir	The port compa	Continue to use It's just money -
Don't proceed w		Retain underlyir		Continue to use
Don't proceed w	This is an incom	Retain underlyir		Continue to use Again, we don't
Don't proceed w		Retain underlyir		Invest in the prc
Don't proceed w	No. Its an Auckl	Retain underlyir	We need an opt	Continue to use As above
Don't proceed w		Retain underlyir		Continue to use
Proceed with th		Retain underlyir		Continue to use
Other	Consider promo	Other	Council needs tc	Other Partial investme
Don't proceed w	AIAL should rem	Retain underlyir		Other Invest it into oth
Don't proceed w		Retain underlyir		Invest in the prc
Other	Sell the shares a	Other	Sell and invest ir	Continue to use
Other	The shares shou	Retain underlyir	It will create mc	Continue to use This way it may
I don't know	insufficient infor	Retain underlyir	the Ports are ug	Continue to use What the f*** is
Proceed with th	Diversified inves	Retain underlyir	I support the fut	Invest in the prc
Proceed with th		I don't know		I don't know
Don't proceed w	I am opposed to	Retain underlyir	As previously ex	Continue to use Because it may l
Don't proceed w	Am not happy w	Retain underlyir		Continue to use
Don't proceed w	Auckland council	I don't know	Not interested	Continue to use Don't know
Don't proceed w	The remaining s	Retain underlyir		Invest in the prc
Don't proceed w	Stop trying to se	Retain underlyir	Stop trying to se	Continue to use
Don't proceed w		Retain underlyir		Invest in the prc
Don't proceed w	Another way to	Retain underlyir		Continue to use
Proceed with th		Retain underlyir		Continue to use
Don't proceed w	Waste money	Retain underlyir	Use money wise	I don't know Use money wise
Other	Sell the full hold	Other	Fast track the Pc	Other debt reduction.I
I don't know		Retain underlyir		Continue to use
Proceed with th		I don't know		I don't know
Proceed with th		Retain underlyir		Invest in the prc
Other	Manage Aucklar	Other	Spend the mone	Other use the profits n
Proceed with th		Retain underlyir		Continue to use
Don't proceed w	Because I do no	Retain underlyir	Because it allow	Invest in the prc It is the most log

Don't proceed w	Retain underlyir	Continue to use
Proceed with th	Retain underlyir I think costs will	Invest in the prc
Proceed with th	Retain underlyir	Continue to use
Don't proceed w	Retain underlyir	Continue to use
Proceed with th	Retain underlyir	Continue to use
Don't proceed w	Selling assets is ; Retain underlyir This is aging infr	Continue to use
Proceed with th	Provided that th Retain underlyir I do not agree w	Continue to use For the current j
Proceed with th	Retain underlyir	Invest in the prc
Don't proceed w	Retain underlyir	Continue to use
Other	The Fund is a go Retain underlyir Also use some o	Invest in the prc
Proceed with th	Retain underlyir	Continue to use
Don't proceed w	Why wase an in Retain underlyir	Continue to use
Proceed with th	Retain underlyir	
Proceed with th	1. Diversificator Retain underlyir Let the business	Continue to use The Council nee
Proceed with th	it just works. Retain underlyir The cost living is	Continue to use N/a
Proceed with th	Retain underlyir	Continue to use
Don't proceed w	Retain underlyir	Invest in the prc
Don't proceed w	Retain underlyir	Other
Proceed with th	Retain underlyir	Invest in the prc
Don't proceed w	Retain underlyir	Continue to use
Proceed with th	Retain underlyir	Continue to use
Don't proceed w	Retain underlyir	Invest in the prc
Don't proceed w	Get rid of share Other	Get rid of the pc Other Pay down debt
Proceed with th	Retain underlyir	Continue to use
Other	Support a partia Other	They've been pr Invest in the prc Can't imagine it
Proceed with th	Retain underlyir	Invest in the prc
I don't know	Retain underlyir	Continue to use
Proceed with th	Retain underlyir	Continue to use
Proceed with th	Because the Cou I don't know	Not educated er Invest in the prc
Don't proceed w	Retain underlyir	Continue to use
Proceed with th	Retain underlyir	Invest in the prc
I don't know	I don't know	Continue to use
I don't know	I don't know	Invest in the prc
Proceed with th	Retain underlyir	Continue to use It appears that a
Don't proceed w	Retain underlyir	Continue to use
Proceed with th	Retain underlyir lower rates	Invest in the prc
Don't proceed w	Retain underlyir This can reduce	Continue to use
Don't proceed w	you do nothing ; Other	you do nothing ; Other you do nothing ;
Proceed with th	Retain underlyir I disagree with a	Invest in the prc we should inves
Don't proceed w	Retain underlyir	Invest in the prc
Proceed with th	From an investrn Retain underlyir Want to keep th	Invest in the prc Reduce the burc
Proceed with th	Retain underlyir	Invest in the prc
Proceed with th	More collabratic Retain underlyir Increasing more	Invest in the prc More investmer
Proceed with th	Retain underlyir	Continue to use
Don't proceed w	Retain underlyir	Invest in the prc
Proceed with th	Other	Move the port c Invest in the prc
Don't proceed w	Retain underlyir	Invest in the prc
Don't proceed w	Retain underlyir	Invest in the prc
Don't proceed w	we need better Retain underlyir	Invest in the prc
Proceed with th	A fund will incre Retain underlyir I believe the por	Invest in the prc Council services

Don't proceed w Stop selling OUF Retain underlying 1. Why should a Continue to use That is what it is

Don't proceed w Will not corpora Retain underlying Continue to use

Proceed with th Retain underlying Continue to use

Don't proceed w Retain underlying Continue to use

Other In principle, I an Retain underlying I think we will ge Continue to use The council's rol

Don't proceed w Retain underlying Invest in the prc

Don't proceed w Do not sell our i Other Do not sell the p Continue to use No council servi

Don't proceed w Retain underlying Continue to use

Don't proceed w Retain underlying Invest in the prc

Proceed with th Retain underlying Continue to use

Proceed with th Retain underlying Other do a split betwe

Proceed with th we need an Auc Retain underlying more funds for t Invest in the prc and thereby less

Don't proceed w Commonsense, Retain underlying Commonsense Continue to use

Proceed with th Retain underlying Invest in the prc

Don't proceed w Retain underlying Continue to use

Proceed with th Selling the share Retain underlying It is very import: Invest in the prc Better returns.

Proceed with th Len Brown and f Retain underlying Auckland Counc Continue to use Because we are

Proceed with th Council needs t Retain underlying Continue to use

Proceed with th Removing unprc Retain underlying Invest in the prc

Proceed with th Because I don't know Because I am to Continue to use I like the sound

Proceed with th Other Divest Continue to use

Retain underlying The port is a bel Continue to use

Proceed with th I support this id Retain underlying Retaining the ov Invest in the prc Investment in th

Proceed with th Retain underlying Continue to use

I don't know Retain underlying Selling of assets Continue to use

I don't know Retain underlying Could be good fi Invest in the prc Try something n

Don't proceed w AIAL is a key anc Retain underlying The land is an as Invest in the prc Invest the upfro

I don't know Retain underlying The current syst Continue to use

I don't know I don't know Invest in the prc I don't have any

Don't proceed w I would rather tl Retain underlying I don't agree wit Continue to use I think I best use

Retain underlying Port of Aucklanc Continue to use

Proceed with th Lease option soi Retain underlying Invest in the prc

Proceed with th Retain underlying Invest in the prc

Don't proceed w Money for servi Retain underlying Invest in the prc

I don't know Don't know eno Retain underlying Seems like a sen Continue to use Unsure of how t

Proceed with th think all of the ir Retain underlying Invest in the prc

Proceed with th sounds good Retain underlying not sure Continue to use

Proceed with th AIAL doesn't nee Retain underlying We need funds I Continue to use We need the coi

Don't proceed w Retain underlying Continue to use

Proceed with th This sounds a lo I don't know The port is an in Invest in the prc We need to thin

Don't proceed w I son'r support s Retain underlying The city should I I don't know

Don't proceed w The airport shar Retain underlying I'm not in favou Continue to use Our population i

Don't proceed w Selling assets to Retain underlying The council nee Continue to use Core services as

I don't know Retain underlying Invest in the prc

Don't proceed w Retain underlying Continue to use

Proceed with th Retain underlying Invest in the prc

Don't proceed w Retain underlying Invest in the prc

Proceed with th	The proposal of	Retain underlyir	As per 4a	Invest in the prc	The Auckland Fu
Don't proceed w	You want to set	Retain underlyir	Lack of trust in y	Continue to use	Future Fund is p
I don't know		I don't know		I don't know	
Proceed with th	It is a good plan,	Retain underlyir	It makes sense t	I don't know	Maybe a bit of b
Don't proceed w		Retain underlyir		Continue to use	
Don't proceed w		Retain underlyir		Continue to use	
Don't proceed w	Selling our inter	Retain underlyir	As long as we re	I don't know	If the Auckland I
Don't proceed w		Retain underlyir	Stop privatizing	Continue to use	Council services
Proceed with th	To improve the .	I don't know		I don't know	
Don't proceed w		I don't know		I don't know	
I don't know		Retain underlyir		Invest in the prc	
Proceed with th	Maximize incom	Retain underlyir	Better return. B	Invest in the prc	
I don't know	I'm not that kno	I don't know	Look how woulc	Invest in the prc	More money, m
Proceed with th		Retain underlyir	Better returns.		
Proceed with th		Retain underlyir	If it helps to less	Invest in the prc	Any profit must
Proceed with th		Retain underlyir		Invest in the prc	
Don't proceed w	Airports are a fa	I don't know		I don't know	

Proceed with th		Retain underlyir		Continue to use	
Don't proceed w		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Other	proceed with AF	Retain underlyir	Also need to en	Continue to use	rate rises will be

Don't proceed w	You are not func	Retain underlyir	There is no bene	Continue to use	Funding council
I don't know		Retain underlyir		I don't know	
Other	establish an Auc	Retain underlyir	Retains owners'	Continue to use	If managed prop
Other	I support the prc	Retain underlyir	POAL should sta	Other	50% to fund cou
I don't know		I don't know		Continue to use	
Proceed with th		Retain underlyir		Invest in the prc	
I don't know		Retain underlyir		I don't know	
Don't proceed w		Retain underlyir		Continue to use	
Proceed with th	We need it	Retain underlyir		Invest in the prc	
Proceed with th		Retain underlyir		Invest in the prc	

I don't know		I don't know		I don't know	
Don't proceed w na		Retain underlyir na		Continue to use na	
Proceed with th		I don't know		Invest in the prc	
Don't proceed w				Invest in the prc	
Don't proceed w		Retain underlyir		Continue to use	Also give contra
Proceed with th		Retain underlyir		Invest in the prc	
Proceed with th		Retain underlyir		I don't know	
Don't proceed w		Retain underlyir		Invest in the prc	
Don't proceed w	keep the shares	Retain underlyir		Continue to use	
Don't proceed w		Retain underlyir		Continue to use	
Don't proceed w	Why convert as	Retain underlyir	The mayor seen	Continue to use	I dont like the id
Proceed with th		Retain underlyir		Invest in the prc	
Don't proceed w	This is a con-job	Other	Absolutely do n	Continue to use	I hate the idea o

I don't know	I am not sufficient	Retain underlying	I favour public o	Continue to use
		Retain underlying	I have already s	Other
				There needs to l
I don't know		Retain underlying		Invest in the prc
Proceed with th		Other	Move the port c	Continue to use
Don't proceed w		Retain underlying		Invest in the prc
Proceed with th		Retain underlying		Continue to use
Don't proceed w	The airport shar	Retain underlying	I feel like there i	Continue to use
				Port dividends h
Don't proceed w	Surely selling air	Retain underlying	Surely this is anc	Invest in the prc
				It provides ongo
Don't proceed w	Short term gain	Retain underlying		Invest in the prc
Proceed with th		Retain underlying		Other
				Half of the profi
Don't proceed w		Retain underlying		Continue to use
I don't know	Not interested	I don't know	Not Interested	I don't know
				Not Interested
Proceed with th		I don't know	Whichever of th	Invest in the prc
Don't proceed w	It is vital that pe	Retain underlying	The Waitemata	Other
				Port of Aucklanc
Don't proceed w	Short term think	Retain underlying		Continue to use
I don't know		Retain underlying		
Don't proceed w	Council should t	I don't know		Invest in the prc
Proceed with th	What matters is	Retain underlying	Concerned that	I don't know
Don't proceed w	The fund would	Retain underlying	It is important w	Continue to use
Other	Dont sell, profes	Retain underlying		Continue to use
I don't know		Retain underlying		Invest in the prc
Proceed with th		Retain underlying		I don't know
Don't proceed w		Retain underlying		Continue to use
Proceed with th	I am very suppo	I don't know		Invest in the prc
				I think this woul
Don't proceed w	I agree that we	Retain underlying		Continue to use
Don't proceed w		Retain underlying		Invest in the prc
I don't know		I don't know		Continue to use
Other	I believe at this	Other	Most imprporta	Other
				As above.
Proceed with th		Retain underlying		Invest in the prc
Other	There is not eno	Retain underlying		Continue to use
				The reduction o
Don't proceed w	All future funds	Retain underlying	POAL is a critical	Continue to use
				No Need to ope
I don't know		Retain underlying		Invest in the prc
Proceed with th				Continue to use
Proceed with th		Retain underlying		Continue to use
I don't know	I don't know	I don't know	I don't know	I don't know
				I don't know
Proceed with th	Not core council	Retain underlying	Ned return oin t	Continue to use
Proceed with th		Retain underlying		Continue to use
I don't know		I don't know		I don't know
Don't proceed w	I don't think this	Retain underlying		Continue to use
Proceed with th	Use the cash to	Other	Sell the port or	Continue to use
				Reduce debt an
		Retain underlying	Keep our port pi	Continue to use
Don't proceed w		Retain underlying		Continue to use
Proceed with th		Retain underlying		Invest in the prc
I don't know		Retain underlying		Invest in the prc
Don't proceed w		Retain underlying		Invest in the prc
Proceed with th		Retain underlying		Invest in the prc
Proceed with th		I don't know		Invest in the prc

I don't know	I just don't unde	Retain underlyir	We need to capi	Continue to use	Higher rates will
I don't know		I don't know		I don't know	
Proceed with th	Better diversific	Retain underlyir	Good way to rai	Continue to use	Future fund cou
Other	Because I don't	Retain underlyir	Why do we need	Continue to use	Why do you need
Other	Proceed with th	Retain underlyir		I don't know	
Proceed with th		Retain underlyir		Invest in the prc	
Proceed with th	Still very unhapp	I don't know		Invest in the prc	
Proceed with th		I don't know		Continue to use	
I don't know		Retain underlyir		Invest in the prc	
Don't proceed w	This is akin to se	Retain underlyir		Continue to use	There is no guar
Don't proceed w	Why create ano	Retain underlyir	Again, I don't thi	Continue to use	All Futures fund
Don't proceed w	Why create ano	Retain underlyir	Again, I don't thi	Continue to use	All Futures fund
Don't proceed w	Priority should k	Retain underlyir		Continue to use	
I don't know	I'm not sure whi	I don't know	I'm not sure whi	I don't know	I'm not sure whi
Don't proceed w		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Invest in the prc	
Don't proceed w	The council shot	Retain underlyir		Continue to use	
Don't proceed w		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
I don't know		Retain underlyir		Continue to use	
Proceed with th	To protect the v	I don't know	Keep it as is, col	Continue to use	Council services
		Retain underlyir	this will allow cc		
Proceed with th		Retain underlyir		Invest in the prc	
Don't proceed w	may be will be d	Retain underlyir	this will makes c		
I don't know		Retain underlyir	It seems to be g	Continue to use	
Proceed with th		I don't know	No idea	Invest in the prc	
Proceed with th		Retain underlyir		Invest in the prc	
Don't proceed w					
Proceed with th		I don't know		Invest in the prc	
Proceed with th		Retain underlyir		Continue to use	
Don't proceed w		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Don't proceed w	keep the shares	Retain underlyir	keep the power	Continue to use	
Proceed with th		Retain underlyir		Continue to use	
Proceed with th		Retain underlyir		Continue to use	

Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Invest in the prc
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
I don't know	Retain underlying	I don't know
I don't know I haven't seen it	Retain underlying Major assets mu	I don't know I don't know thi
Proceed with th	Retain underlying The third party \	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th to proceed with	Retain underlying It is important to	Continue to use we should conti
I don't know	I don't know	I don't know i am not sure bu
Proceed with th it will increase tl	Retain underlying continue to use	Continue to use to be a decrease
Proceed with th it will increase tl	Retain underlying need money to i	Continue to use affordable life
Proceed with th i like the value a	I don't know i dont have an o	Other split it to all are
Proceed with th make or improv	Retain underlying Improve profital	Invest in the prc improvement
Proceed with th	I don't know	Invest in the prc
	I don't know	
Other I don't oppose a	The principle of	Continue to use All council servic
Don't proceed w It didn't work pr	Retain underlying	Other Pay off debt
I don't know no i don't have r	Retain underlying To continue the	I don't know
I don't know	Retain underlying I don't know but	Other not sure but mo
Proceed with th They are good w	I don't know	Invest in the prc we need to inve
I don't know	Retain underlying	I don't know
I don't know		
Proceed with th	Retain underlying	Invest in the prc
Proceed with th This move will a	Retain underlying by leasing the p	Continue to use this ensures ong
Don't proceed w if they keep cou	Retain underlying to use the mone	Continue to use
	Retain underlying in the first of th	Continue to use
	Retain underlying	Invest in the prc
	Retain underlying	I don't know
	Retain underlying We need to kee	Continue to use
Don't proceed w	Retain underlying	
Don't proceed w	Retain underlying	
	Retain underlying Ports and Airpor	Invest in the prc
I don't know	Retain underlying Keeping the por	Continue to use The more we fu
Don't proceed w	Retain underlying	
	Retain underlying	Continue to use
	Retain underlying We need to kee	Continue to use
	Retain underlying	Continue to use
Proceed with th	Retain underlying	Continue to use
Proceed with th	Retain underlying	Invest in the prc
Proceed with th	Retain underlying	Invest in the prc
Proceed with th	Retain underlying	Continue to use
Don't proceed w	I don't know	I don't know
I don't know	Retain underlying	Continue to use
Don't proceed w	I don't know	

I don't know	Retain underlying	Invest in the project
I don't know	Retain underlying	Continue to use
Proceed with the	Retain underlying	
I don't know	Retain underlying	Invest in the project
I don't know	Retain underlying	Continue to use
Other	Retain underlying	Invest in the project
Proceed with the It is better to op	Retain underlying	Invest in the project

Proceed with the
I don't know

Proceed with the The water fees,	Retain underlying no	Invest in the project no
Proceed with the good proposal	Retain underlying no	Invest in the project no
I don't know	I don't know	I don't know
I don't know	Retain underlying	Invest in the project
I don't know	Retain underlying	Continue to use
Don't proceed with	Retain underlying	Invest in the project

Proceed with th
Proceed with th

Retain underlyir
Retain underlyir

Other
Other

always bought b

the port should

Not core Auckla
Buy the airport

funding of infras

Q4_D_Other Port Feedback	Q5_A_Captain Cook and Marsden Wharves	Tell us why	Q5_B Bledisloe Terminal	Q3A Comment	Q6_A Natural Environment Targeted Rate (NETR)
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		I don't know		I don't know		I don't know
		Proceed with th		Keep Bledisloe T		Support
		No change – lea	We are being to	Other	Have a clause th	Do not support
		Proceed with th		Transfer Bledisc		Do not support
		No change – lea	See Queens wha	Keep Bledisloe T	We still need ne	Do not support
		I don't know		I don't know		Support
		No change – lea		Keep Bledisloe T		Do not support
		No change – lea		Keep Bledisloe T		Do not support
		Proceed with th		Transfer Bledisc		Do not support
		No change – lea		Keep Bledisloe T		Support
		Proceed with th		Transfer Bledisc		Support
		No change – lea		Transfer Bledisc		Support
		Other	This area of the	I don't know		Support
No		Proceed with th		Transfer Bledisc		Do not support
		No change – lea		Keep Bledisloe T	The extravagant	Support
		Proceed with th		Transfer Bledisc		Do not support
		Proceed with th	Public benefit: v	Transfer Bledisc	The more open	Support
		No change – lea	Reclaim the wha	Transfer Bledisc		Support
		No change – lea		Keep Bledisloe T		Support
		No change – lea		Keep Bledisloe T		Support
		No change – lea	There are other	Keep Bledisloe T		Support
		Proceed with th	for no impact to	I don't know	this would depe	Support
Security is a MU		No change – lea		Keep Bledisloe T		Support
		Proceed with th		Transfer Bledisc		Support
		No change – lea	Where are you p	Keep Bledisloe T	Same as my oth	Support
		Other		Other		Do not support
		Proceed with th	Developing the	Transfer Bledisc	See above re mc	Support
		Proceed with th		Transfer Bledisc		Support
		I don't know		Keep Bledisloe T	This port seems	Do not support
		Proceed with th		Transfer Bledisc		Support
		No change – lea	Without a clear	Keep Bledisloe T	As above	Do not support
		Proceed with th		Transfer Bledisc		Support
		Proceed with th	I agree with a sa	Keep Bledisloe T	So we can conti	Support
		I don't know		I don't know		Support
No		No change – lea		Keep Bledisloe T		Support
		Proceed with th		Transfer Bledisc		Support
		No change – lea	The upfront cos	Keep Bledisloe T	The upfront cos	Support
		No change – lea	Make money ou	Transfer Bledisc	Assets such as tl	Support
		Proceed with th	The future value	Transfer Bledisc	The future value	Support
		No change – lea		Keep Bledisloe T		Do not support
		Proceed with th		Transfer Bledisc		Support

	No change – lea		Transfer Bledisc		Support
	Proceed with th		Transfer Bledisc		Support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Support
can't afford any.	No change – lea	can't afford any.	Transfer Bledisc	can't afford any.	Do not support
	No change – lea		I don't know		Do not support
	I don't know		Transfer Bledisc		Do not support
	No change – lea		Keep Bledisloe T		Do not support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th	Give Auckland tl	Transfer Bledisc	Give Auckland tl	Support
	No change – lea	don't see this as	Keep Bledisloe T	As said above. P	Support
	Proceed with th		Transfer Bledisc		Do not support
	Proceed with th		Keep Bledisloe T		Do not support
Where is the lot	Proceed with th		Transfer Bledisc		Support
	No change – lea		Transfer Bledisc		Support
	No change – lea		Keep Bledisloe T		Do not support
	I don't know		I don't know		Support
	No change – lea	If the council ha	Transfer Bledisc		Do not support
	No change – lea		I don't know		Do not support
	Proceed with th		Keep Bledisloe T		Support
	No change – lea		Keep Bledisloe T		Do not support
This city has bee	No change – lea		Keep Bledisloe T		Do not support
	Proceed with th		Transfer Bledisc		Support
	No change – lea	I don't trust Auc	Keep Bledisloe T	As above	Support
Nope	No change – lea	Moving these ar	Keep Bledisloe T		Do not support
	Proceed with th	We need a plac	Transfer Bledisc		Do not support
Reduce the relia	Other	Learn from Gran	Other	Learn from Grar	Do not support
	Proceed with th		Transfer Bledisc		Do not support
	Proceed with th	Auckland needs	Keep Bledisloe T		Do not support
Council has poo	Proceed with th		Transfer Bledisc		Support
No	No change – lea	Leave it as is bu	Keep Bledisloe T	Leave it as is bu	Do not support
The Future Func	I don't know		Keep Bledisloe T	We need a port	Do not support
	Proceed with th		Transfer Bledisc		Support
	I don't know		I don't know		Do not support
For to many yea	I don't know	It is outside my	I don't know	As previous	Support
	Proceed with th		Transfer Bledisc		Support
None-stop wast	No change – lea	Stop wasting- n	Keep Bledisloe T	Don't know	Do not support
	Proceed with th		Transfer Bledisc		Support
	No change – lea	Stop trying to se	Keep Bledisloe T		Support
	No change – lea		Transfer Bledisc		Do not support
	No change – lea		Transfer Bledisc		Do not support
	Proceed with th		Transfer Bledisc		Support
Stop wasting ou	No change – lea		Keep Bledisloe T		Do not support
See above comr	Other	See notes prior	Other	Sell it to a third	Do not support
	Proceed with th		I don't know		Support
	Proceed with th		I don't know		Support
	No change – lea		Keep Bledisloe T		Support
	I don't know	what are the dis	Other	what would be t	Do not support
	Proceed with th		Keep Bledisloe T		Do not support
I do not still see	I don't know	Not very clear al	I don't know	Same as above r	Do not support

	No change – lea		Transfer Bledisc		Do not support
	Proceed with th		Transfer Bledisc	Prime land/loca	Support
	I don't know		Transfer Bledisc		Do not support
	Proceed with th		Keep Bledisloe T		Support
	No change – lea		Transfer Bledisc		Other
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th	Extra public spa	Transfer Bledisc	Public benefit is	Support
	No change – lea		Keep Bledisloe T		Do not support
	No change – lea		Keep Bledisloe T		Support
	Other	Build a waterfro	Other		Support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Support
	No change – lea		Keep Bledisloe T		Do not support
Nil	I don't know		I don't know		Support
Nope.	No change – lea	N/a	Keep Bledisloe T		Support
	Proceed with th		Keep Bledisloe T		Other
	No change – lea		Keep Bledisloe T		Do not support
	No change – lea		Transfer Bledisc		Do not support
	Proceed with th		Transfer Bledisc		Support
	No change – lea		Keep Bledisloe T		Do not support
	Proceed with th		Transfer Bledisc		Support
	No change – lea		Transfer Bledisc		Do not support
Auckland rates a	Proceed with th		Other	Get ownership c	Do not support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th	No trust in Ports	I don't know		Support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		I don't know
	I don't know		I don't know		Support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th	The Wynyard ar	I don't know		Support
	I don't know		I don't know		Do not support
	No change – lea	At this stage ma	Keep Bledisloe T	We don't need a	Support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		I don't know
	I don't know		I don't know		Support
you do nothing ;	No change – lea	you do nothing ;	Other	you do nothing ;	Do not support
I like the idea of	Proceed with th	Transfer to a coi	Transfer Bledisc	Great opportuni	Support
	Proceed with th		Transfer Bledisc		Do not support
	Proceed with th	Take back our w	Keep Bledisloe T	Lower costs of g	Support
	Proceed with th		Transfer Bledisc		Support
Sustainability, El	Proceed with th	Like more expar	Transfer Bledisc	Bigger council p	Support
	No change – lea		Keep Bledisloe T		
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Keep Bledisloe T		Support
	No change – lea		Transfer Bledisc		Support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th	I believe that ac	Transfer Bledisc	I believe that ac	Support

1. No trust in ho	No change – lea	Not the time for Other	Consult. Plan. W	Support
	Proceed with th	Keep Bledisloe T		Support
	No change – lea	I don't know		I don't know
Proceed to keep	Proceed with th	Keep Bledisloe T		Support
	No change – lea	While the allure	Keep Bledisloe T	Do not support
	Proceed with th	Transfer Bledisc		Support
	Other	Do not sell port	Other	Do not sell port
	No change – lea	Keep Bledisloe T		Do not support
	Proceed with th	Keep Bledisloe T		Support
	No change – lea	until you are sur	Keep Bledisloe T	Do not support
	Proceed with th	I stare from my	Transfer Bledisc	same reasons as
no	Proceed with th	less impact on tl	Keep Bledisloe T	too many unknc
	No change – lea	Transfer Bledisc		I don't know
	Proceed with th	Keep Bledisloe T		Support
	No change – lea	Keep Bledisloe T		Do not support
Proper scrutiny	Proceed with th	Better utilisatio	Transfer Bledisc	Convert it to sor
No	Proceed with th	We need to hav	Keep Bledisloe T	We need to get
	Proceed with th	The waterfront i	Transfer Bledisc	
You need to fix t	Proceed with th		Keep Bledisloe T	Support
No, none, nothii	Proceed with th	I like it	Keep Bledisloe T	Sounds like the
	Proceed with th		Keep Bledisloe T	Do not support
	Proceed with th	Moving the port	Keep Bledisloe T	I am supportive
No	No change – lea		Keep Bledisloe T	Support
	Proceed with th	Transfer Bledisc		Support
	Proceed with th	Transfer Bledisc		Do not support
	Proceed with th	Keep Bledisloe T		Support
	Proceed with th	Transfer Bledisc		Do not support
Nil	Proceed with th	I don't know		Do not support
	Proceed with th	Agree that some	Keep Bledisloe T	Until a decision
	Proceed with th	Other	Leave terminal \	Support
	Proceed with th	Transfer Bledisc		Support
	No change – lea	Keep Bledisloe T		
-	No change – lea -	Transfer Bledisc	Shipments being	Do not support
	Proceed with th	Transfer Bledisc	because of the f	I don't know
don't know	Proceed with th	good	Transfer Bledisc	good
Just have to be c	No change – lea	We struggle witl	Keep Bledisloe T	We need the Po
	Proceed with th		Keep Bledisloe T	Support
The Council just	Proceed with th	As long as it is fc	Keep Bledisloe T	Keep it for ports
	Proceed with th	This proposal wi	Keep Bledisloe T	In the long term
	Proceed with th	My family regul	Keep Bledisloe T	Moving port op
	No change – lea	Spending money	Keep Bledisloe T	Support
	No change – lea		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T	Support
	No change – lea	POAL is importa	Keep Bledisloe T	POAL is importa
	No change – lea		Keep Bledisloe T	I don't know

	No change – lea	Given that ratep	Keep Bledisloe T	Given that ratep	Support
Just a con job	No change – lea		Keep Bledisloe T	Restricts port av	Do not support
	I don't know		I don't know		I don't know
No	No change – lea	I don't know wh	Keep Bledisloe T		Do not support
	No change – lea		Keep Bledisloe T		Support
	No change – lea				Support
Selling ownershi	No change – lea	We don't need r	Keep Bledisloe T	Using the Bledis	Do not support
					Support
	I don't know		I don't know		Support
	No change – lea	It seems to mak	Keep Bledisloe T	As above	Support
	Proceed with th		Keep Bledisloe T		Support
	No change – lea		Keep Bledisloe T	Keeps options o	Support
	No change – lea	How did he affe	Transfer Bledisc		I don't know
	I don't know		I don't know		Do not support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th	Auckland waterf	Keep Bledisloe T	We need an effi	I don't know
The Future Fund	No change – lea	Goods will cost	Keep Bledisloe T	Goods will cost	Do not support
	I don't know	dependent on w	I don't know	dependent on w	Support
	Other	Agree with Capt	Keep Bledisloe T	Prime asset	Support
Introduce low le	No change – lea	Don't spend mo	Keep Bledisloe T		Do not support
	Proceed with th		Transfer Bledisc		Do not support
	No change – lea		Transfer Bledisc		Support
	I don't know		I don't know		I don't know
	Proceed with th				Support
	No change – lea		Keep Bledisloe T		Support
	No change – lea		Transfer Bledisc		I don't know
na	I don't know		I don't know		
	Proceed with th	na	Transfer Bledisc	extra money sha	Do not support
	Proceed with th		Transfer Bledisc		Support
	Other		I don't know		Other
	Proceed with th		Transfer Bledisc		Do not support
	Proceed with th		Transfer Bledisc		Support
	I don't know		I don't know		Support
	Proceed with th		Transfer Bledisc		Do not support
	I don't know		I don't know		Support
	No change – lea		Keep Bledisloe T		Support
Don't do this pr	Proceed with th		Transfer Bledisc		I don't know
	Proceed with th		Keep Bledisloe T		Do not support
	Proceed with th	The city waterfr	Transfer Bledisc	Bledisloe is larg	Support

	Proceed with th	I think the port	Keep Bledisloe T	See my previous	Support
We should not c	Proceed with th		Keep Bledisloe T	Bledisloe is an ir	Support
	Proceed with th	May provide op	Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Support
	No change – lea		Keep Bledisloe T		Do not support
	No change – lea		Keep Bledisloe T		Do not support
it seems import:	Proceed with th	i think freeing u	Keep Bledisloe T	Auckland is our	Support
The small area c	Proceed with th	Proceed with re	Transfer Bledisc	With limited rail	Other
	Proceed with th		Transfer Bledisc	The developmer	Support
	Proceed with th		Keep Bledisloe T		I don't know
	Proceed with th		Transfer Bledisc		Do not support
	Proceed with th		Transfer Bledisc		
	Proceed with th		Transfer Bledisc		Support
	Proceed with th	Developing the ;	Transfer Bledisc	Developing the ;	Do not support
	No change – lea	Until people are	Keep Bledisloe T		Support
	No change – lea		Keep Bledisloe T		Do not support
	Proceed with th		I don't know	If this terminal r	Support
	Proceed with th	We have an incr	Transfer Bledisc		
I do not support	Proceed with th	They are close t	Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Do not support
	No change – lea		I don't know		Do not support
	I don't know		I don't know		Support
	Proceed with th		Transfer Bledisc		
I support Drown	Proceed with th		I don't know		Support
	No change – lea		Keep Bledisloe T		Support
	No change – lea		Keep Bledisloe T		Support
	No change – lea		Keep Bledisloe T		Support
	No change – lea	Important to ke	Keep Bledisloe T	As above.	Do not support
	Proceed with th		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Keep Bledisloe T	The coucil does	Do not support
	Proceed with th		Transfer Bledisc		Support
	Proceed with th		Keep Bledisloe T		Do not support
I don't knoe	I don't know				
	Proceed with th		Transfer Bledisc		Do not support
	I don't know		I don't know		Support
	I don't know		I don't know		I don't know
	No change – lea		Keep Bledisloe T		Support
No	Other	Privatise	Other	Privatise	Do not support
	No change – lea		Keep Bledisloe T		Support
	Proceed with th		Transfer Bledisc		Support
	I don't know		Transfer Bledisc		Support
	Proceed with th		Keep Bledisloe T		Do not support
	Proceed with th		Transfer Bledisc		Other
	Proceed with th		Transfer Bledisc		Support

	Proceed with th	Keep Bledisloe T	Support
	Proceed with th	Transfer Bledislc	Support
	Proceed with th	The public don't	Keep Bledisloe T Transferring frei I don't know
	No change – lea	Because why ca	Keep Bledisloe T Do not support
Keep the ports c	I don't know	I don't know	Support
	Proceed with th	Keep Bledisloe T	Support
	Proceed with th	The part of the p	I don't know Public space is c Support
	Proceed with th	It's prime water	Transfer Bledislc Again, huge pot Support
	Proceed with th	Great idea, and	Keep Bledisloe T Support
There is no guar	No change – lea		Do not support
I am not in favor	No change – lea	Keep Bledisloe T	Support
I am not in favor	No change – lea	Keep Bledisloe T	Support
	Proceed with th	Transfer Bledislc	Support
I'm not sure whi	Proceed with th	Great opportuni	Transfer Bledislc As I understand Support
	No change – lea	Keep Bledisloe T	I don't know
I support the sel	Proceed with th	Transfer Bledislc	Support
	Proceed with th	It is prime land t	I don't know Potentially use f Support
	Proceed with th	Transfer Bledislc	
	Proceed with th	Transfer Bledislc	Support
If you lease the	No change – lea	Keep Bledisloe T	Support
No other feedba	I don't know	Leave as is. Plen	Keep Bledisloe T Make money of I don't know
is good if they r	No change – lea	leave the ports t	Keep Bledisloe T we don't need p
	Proceed with th	Keep Bledisloe T	
	No change – lea	council will get s	Support
	No change – lea	No changes nee	Transfer Bledislc It will be a great Support
	Proceed with th	Transfer Bledislc	Support
	Proceed with th	Transfer Bledislc	Support
	Proceed with th	Invest in health	Transfer Bledislc I don't know
			I don't know
	Proceed with th	Keep Bledisloe T	Support
			Do not support
	Proceed with th	Keep Bledisloe T	Support
			Support
	No change – lea	Keep Bledisloe T	Do not support
	I don't know	I don't know	Support
	Proceed with th	Keep Bledisloe T	Support
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	No change – lea	Keep Bledisloe T	Do not support
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	Proceed with th	Keep Bledisloe T	Support
keep power in N	No change – lea	There will be a c	Keep Bledisloe T Do not support
	Proceed with th	Keep Bledisloe T	Support
	Proceed with th	Keep Bledisloe T	Support

	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T	Support
	No change – lea		Keep Bledisloe T	Do not support
	I don't know		I don't know	Do not support
	No change – lea		Keep Bledisloe T	Support
no	Proceed with th		Keep Bledisloe T	Support
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	Proceed with th		Keep Bledisloe T	Other
	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Keep Bledisloe T sounds good	Support
	No change – lea		I don't know	I don't know
none	Proceed with th benefit		Keep Bledisloe T nothing in mind	Support
no	Proceed with th benefit		Keep Bledisloe T nothing	Support
no i think it is sa	Proceed with th it is a good plan	I don't know	i dont have a pr	Support
	I don't know		I don't know	Support
	Proceed with th		I don't know	Do not support
	I don't know			
	No change – lea	Save the \$100 r	Keep Bledisloe T As above public	Support
	Proceed with th		Keep Bledisloe T	Support
	I don't know		Keep Bledisloe T	I don't know
no	Proceed with th sounds good an		I don't know	I don't know
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	I don't know		Keep Bledisloe T	I don't know
	No change – lea		Keep Bledisloe T	Support
	Proceed with th	This would allow	Transfer Bledisl	It allows the op
keep the counci	No change – lea	because if the c	Keep Bledisloe T	Support
	No change – lea		I don't know	Support
	Proceed with th		Keep Bledisloe T	Do not support
I hope that Auck	Proceed with th		Keep Bledisloe T	Support
	Proceed with th		Transfer Bledisl	Support
	Proceed with th		Keep Bledisloe T	Do not support
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				Support

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Transfer Bledisl

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Keep Bledisloe T
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Proceed with th	Keep Bledisloe T	Support
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Proceed with th	Keep Bledisloe T	I don't know
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Proceed with th	To have more pi	Transfer Bledisl
Proceed with th	Bringing space fr	Transfer Bledisl
No change – lea	No additional cc	Keep Bledisloe T
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No change – lea	Transfer Bledisl	Support
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Proceed with th	Keep Bledisloe T	I don't know

Alternatives hav

Q6_A Water Quality Targeted Rate (WQTR)	Q6_Climate Action Transport Targeted Rate (CATTR)	Q6_A Long Term Differential Strategy	Q6_A Re-introduce recycling charges for schools.	Q6_A Continue the planned roll out of rates funded refuse collection to	Q6_A Rodney Drainage Districts Targeted Rate	Q6_Waitāke re Rural Sewerage Targeted Rate
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I don't know	I don't know	I don't know	I don't know	I don't know	I don't know	I don't know
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I don't know	I don't know	Support	Do not suppo	Do not suppo	I don't know	I don't know

6b. Do you have any other feedback on the proposals in question 6a,	What local board would you like to give feedback to?	7b. What do you think of our proposed priorities in 2024/2025?	Invest in opportunities to support local community leadership.	Invest in climate change response initiatives and support volunteer	Consider our investment in facilities and services to see if there are	Support initiatives that improve and encourage walking and
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Howick						
Bruh	Puketāpapa, Albert-Eden,	I support all prior	Very Importar	Fairly Import	Not Importar	Not Importar
Aucklanders a	Puketāpapa, Albert-Eden,	I do not support a	Not Importar	Not Importar	Not Importar	Not Importar
	Puketāpapa	I support most pr	Not Importar	Fairly Import	Fairly Import	Not Importar
	Puketāpapa	I support all prior	Not Importar	Fairly Import	Very Importar	Very Importar
	Albert-Eden,	I do not support a				
	Puketāpapa	I do not support a	Not Importar	Not Importar	Fairly Import	Not Importar
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Flooding must NO. but The o	Puketāpapa	I support most pr	Not Importar	Very Importar	Not Importar	Not Importar
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	Puketāpapa	I support all prior	Very Importar	Very Importar	Very Importar	Very Importar
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	Puketāpapa,	VI support all prior	Very Importar	Very Importar	Very Importar	Very Importar
	Albert-Eden,	PI support most pr	Not Importar	Very Importar	Very Importar	Very Importar
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Security is a N	Albert-Eden,	AI support most pr				
	Puketāpapa	I support all prior	Fairly Import	Very Importar	Fairly Import	Very Importar
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	Puketāpapa	I support most pr	Not Importar	Fairly Import	Fairly Import	Fairly Import
	Puketāpapa	I support all prior	Very Importar	Very Importar	Very Importar	Fairly Import
	Albert-Eden,	PI support all prior	Very Importar	Very Importar	Fairly Import	Very Importar
	Puketāpapa	I support most pr	Fairly Import	Fairly Import	Fairly Import	Fairly Import
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	Albert-Eden,	HI do not support r	Fairly Import	Fairly Import	Very Importar	Not Importar
	Puketāpapa	I support most pr	Fairly Import	Very Importar	Fairly Import	Very Importar

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Albert-Eden, PI support all prior Very Importa Very Importa Very Importa Very Importa

Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa
Need to find \ Puketāpapa Other Not Importar Not Importar Not Importar Not Importar
Puketāpapa I support most pr Fairly Import Fairly Import Very Importa Fairly Import
Nil Puketāpapa I support most pr Not Importar Fairly Import Very Importa Fairly Import

Puketāpapa I support most pr Not Importar Not Importar Fairly Import Not Importar
Puketāpapa I don't know Fairly Import Fairly Import Fairly Import Very Importa
Puketāpapa I support most pr Fairly Import Fairly Import Fairly Import Fairly Import
Puketāpapa I support all prior Very Importa Very Importa Fairly Import Very Importa
Puketāpapa I do not support r Fairly Import Not Importar Fairly Import Not Importar
Maungakiekie I support all prior Fairly Import Very Importa Fairly Import Fairly Import
Puketāpapa I support all prior Very Importa Very Importa Very Importa Very Importa

Albert-Eden,PI support most pr Not Importar Very Importa Fairly Import Very Importa
Albert-Eden,HI support most pr Fairly Import Very Importa Very Importa Very Importa
Albert-Eden

NO Puketāpapa I support most pr
Albert-Eden,PI support most pr Fairly Import Not Importar Fairly Import Not Importar
No. Puketāpapa I support most pr Fairly Import Very Importa I don't know Not Importar
Puketāpapa,VI don't know Fairly Import Fairly Import Very Importa Not Importar
Albert-Eden,DI support most pr

Albert-Eden,A
Albert-Eden,AI support most pr Not Importar Fairly Import Fairly Import Fairly Import
Albert-Eden,AI do not support r
Puketāpapa I support all prior Very Importa Not Importar Very Importa Very Importa

Puketāpapa I do not support ε Not Importar Not Importar Not Importar Not Importar
Puketāpapa I support all prior Very Importa Very Importa Very Importa Very Importa
Puketāpapa I do not support r Fairly Import Very Importa Not Importar Not Importar
Albert-Eden
Albert-Eden,PI support most pr Very Importa Very Importa Fairly Import Very Importa
Puketāpapa I don't know Very Importa Fairly Import Fairly Import Fairly Import
Puketāpapa I support most pr Not Importar Very Importa Very Importa Fairly Import

Albert-Eden,AI support most pr Fairly Import Fairly Import Fairly Import Fairly Import
Albert-Eden,PI support all prior Very Importa Very Importa Very Importa Very Importa
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Puketāpapa I support all prior Fairly Import Fairly Import Very Importa Very Importa
Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa
Puketāpapa I support most pr Not Importar Fairly Import Fairly Import Not Importar
Puketāpapa I do not support r

you do nothin Albert-Eden,AI do not support r Not Importar Not Importar Not Importar Not Importar

Albert-Eden,PI support all prior Fairly Import Very Importa Very Importa Very Importa
Albert-Eden,PI support all prior Fairly Import Very Importa Very Importa Very Importa

Franklin Local Puketāpapa I support most pr
Franklin Local Puketāpapa I support most pr
Puketāpapa I support most pr Fairly Import Very Importa I don't know Fairly Import
Puketāpapa I support most pr Fairly Import Fairly Import I don't know Very Importa
Franklin Local Puketāpapa I support most pr
Franklin Local Puketāpapa I support most pr
Franklin Local Puketāpapa I support most pr

Albert-Eden,PI support all prior Very Importa Very Importa Very Importa Very Importa

ALL are Core (Albert-Eden, AI support most pr Very Importa Very Importa Very Importa Very Importa
Please ensure Ōtara-Papato:
Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa
Please ensure Ōtara-Papato:
Puketāpapa I do not support r Fairly Import Not Importar Very Importa Fairly Import
Puketāpapa Not Importar Fairly Import Fairly Import Not Importar
Water quality Puketāpapa I support all prior Very Importa Very Importa Very Importa Very Importa
Puketāpapa I do not support r
Puketāpapa I don't know Not Importar Very Importa Very Importa Very Importa
Puketāpapa I do not support r Not Importar Not Importar Very Importa Not Importar
Albert-Eden, PI support most pr Fairly Import Fairly Import Fairly Import Very Importa
no Puketāpapa I support most pr Fairly Import Not Importar Fairly Import Very Importa
Puketāpapa I support most pr Not Importar Not Importar Fairly Import Very Importa
Puketāpapa, VI support most pr Not Importar Very Importa Fairly Import Not Importar
Puketāpapa I support all prior Very Importa Very Importa Very Importa Very Importa
No comment Puketāpapa I support most pr Fairly Import Not Importar Very Importa Not Importar
No Puketāpapa I do not support ε Not Importar Not Importar Not Importar Not Importar
Puketāpapa I support all prior Very Importa Very Importa Very Importa Very Importa
Franklin Local Puketāpapa I support most pr
Nopety nope Aotea/Great E I support all prior Fairly Import Fairly Import Fairly Import Fairly Import
Puketāpapa I do not support r Fairly Import Not Importar Fairly Import Not Importar
I am strongly : Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa
Puketāpapa I support most pr Fairly Import Fairly Import Fairly Import Not Importar
Puketāpapa I don't know Fairly Import Fairly Import Fairly Import Fairly Import
Puketāpapa I support all prior Very Importa Fairly Import Very Importa Fairly Import
Henderson-M I support all prior Fairly Import Fairly Import Very Importa Fairly Import
Nothing from
Albert-Eden, PI support all prior Fairly Import Very Importa Very Importa Very Importa
Devonport-Ta I support most pr Very Importa Fairly Import Very Importa Very Importa
Albert-Eden, D Very Importa Not Importar Very Importa Very Importa
Franklin Local Albert-Eden
Franklin Local
Franklin Local Puketāpapa I support most pr
Puketāpapa I support most pr
no Puketāpapa I support all prior Very Importa Not Importar Fairly Import Fairly Import
None Puketāpapa I support most pr Fairly Import Very Importa Very Importa Not Importar
Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa
I don't unders Puketāpapa I support most pr Fairly Import Very Importa Very Importa Not Importar
Puketāpapa Very Importa Very Importa
Albert-Eden, PI support all prior Very Importa Very Importa Fairly Import Very Importa
Do not reduce
Puketāpapa I support all prior Fairly Import Very Importa Fairly Import Very Importa
Puketāpapa I support all prior Fairly Import Very Importa Fairly Import Very Importa
Puketāpapa I do not support r Not Importar Not Importar Fairly Import Not Importar
Māngere-Ōtā I support most pr Fairly Import Very Importa Very Importa Fairly Import

I don't agree \ Henderson-M I support most pr Fairly Import Fairly Import Very Importa Fairly Import
Franklin Local Puketāpapa I do not support r
 Ōrākei,Puketā I don't know Very Importa Very Importa Fairly Import Fairly Import
Nope Puketāpapa I support most pr
 Puketāpapa I support most pr Fairly Import Fairly Import Very Importa Very Importa
 Albert-Eden,AI support all prior Very Importa Very Importa Fairly Import Very Importa
 Puketāpapa Other Fairly Import Not Importar Very Importa Fairly Import
 Puketāpapa I support all prior Very Importa Very Importa Very Importa Very Importa
None
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 Puketāpapa I support all prior Fairly Import Very Importa Very Importa Fairly Import
 Albert-Eden,P

 Puketāpapa,VI don't know Fairly Import Very Importa Fairly Import Not Importar
 Maungakiekie
 Puketāpapa I support most pr Fairly Import Very Importa Fairly Import
I support resu

Council to prc Ōtara-Papato
 Ōtara-Papato
Provide qualit Franklin,Māng
 Puketāpapa I support most pr Not Importar Fairly Import Very Importa Fairly Import

 Albert-Eden,P I support most pr Fairly Import Fairly Import Fairly Import Not Importar

 Manurewa,Pu I support all prior Fairly Import Fairly Import Very Importa Very Importa
 Albert-Eden
 Puketāpapa I support all prior Fairly Import Fairly Import Very Importa Very Importa

 Puketāpapa I don't know
 Puketāpapa I support most pr Fairly Import Very Importa Very Importa Very Importa
Is good and w Franklin,Puke I support most pr
 Franklin,Puke

 Franklin
na Franklin,Puke
 Puketāpapa,VI support all prior Very Importa Very Importa Very Importa Very Importa
 Aotea/Great EI do not support r Very Importa Very Importa Fairly Import Not Importar
reduce all low Franklin

 Franklin
 Puketāpapa I support most pr Very Importa Fairly Import Very Importa Not Importar
 Puketāpapa I support all prior Fairly Import Very Importa Not Importar Very Importa
 Puketāpapa I support all prior Fairly Import Fairly Import Very Importa Fairly Import
This is not rea Puketāpapa I support most pr Very Importa Fairly Import Very Importa Fairly Import

I strongly supj Puketāpapa I support all prior Fairly Import Very Importa Fairly Import Very Importa

Puketāpapa I support all prior Very Importa Very Importa Fairly Import Very Importa

Albert-Eden,HI support all prior Very Importa Very Importa Very Importa Very Importa
Long term difi Albert-Eden,AI support most pr Very Importa Very Importa Fairly Import Very Importa

Puketāpapa I support most pr Not Importar Not Importar Not Importar Very Importa

Puketāpapa I support all prior Very Importa Very Importa Fairly Import Very Importa

Puketāpapa I support most pr Not Importar Fairly Import Fairly Import Fairly Import

Puketāpapa I support all prior Fairly Import Fairly Import Fairly Import Very Importa

Albert-Eden,P I support most pr Fairly Import Very Importa Fairly Import Fairly Import

Try to give sei Puketāpapa I support most pr Very Importa Not Importar Fairly Import Fairly Import

Albert-Eden

Puketāpapa I support all prior Not Importar Very Importa Very Importa Very Importa

Puketāpapa I do not support r Not Importar Not Importar Fairly Import Not Importar

Puketāpapa I support all prior Fairly Import Fairly Import Fairly Import Very Importa

Puketāpapa I support most pr Very Importa Very Importa Very Importa Very Importa

Maungakiekie I support all prior Fairly Import Fairly Import Very Importa Very Importa

Puketāpapa I support most pr Very Importa Very Importa Very Importa

Puketāpapa I support all prior Very Importa Fairly Import Fairly Import Very Importa

Albert-Eden,AI support most pr Fairly Import Fairly Import Fairly Import I don't know

Puketāpapa I support most pr I don't know Very Importa Fairly Import Very Importa

Puketāpapa Other Not Importar Fairly Import Fairly Import Not Importar

Puketāpapa Other Fairly Import Fairly Import Fairly Import Not Importar

Puketāpapa I support all prior Fairly Import Very Importa Fairly Import Very Importa

Puketāpapa I support all prior Very Importa Fairly Import Fairly Import Not Importar

Puketāpapa I support most pr Not Importar Very Importa Very Importa Very Importa

Puketāpapa,UI support most pr Fairly Import Very Importa Very Importa Fairly Import

Papakura,Wai

In general, de Puketāpapa I support most pr Very Importa Not Importar Very Importa Very Importa
Henderson-MI do not support r Not Importar Fairly Import Very Importa Not Importar

Puketāpapa I support all prior Very Importa Very Importa Not Importar Very Importa

Puketāpapa I do not support a Not Importar Not Importar Not Importar Not Importar

Puketāpapa I support most pr Fairly Import Fairly Import Fairly Import Very Importa

Puketāpapa I support all prior Very Importa Very Importa Not Importar Not Importar

Devonport-Ta I don't know Fairly Import Very Importa I don't know I don't know

Franklin,Hend I support most pr Fairly Import Very Importa Fairly Import Fairly Import

Puketāpapa I support most pr Fairly Import Very Importa Very Importa I don't know

Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa

Albert-Eden,NI support all prior Very Importa Very Importa Very Importa Very Importa

Puketāpapa I support most pr Not Importar Very Importa Very Importa Very Importa

Puketāpapa I support most pr Fairly Import Fairly Import Very Importa Not Importar

Don't sell our Puketāpapa I do not support r Fairly Import Not Importar Not Importar Not Importar

Puketāpapa Very Importa Fairly Import Very Importa Fairly Import

Albert-Eden,R

Puketāpapa I support most pr Not Importar Fairly Import Very Importa Very Importa

Ōrākei,Puketā I support most pr Fairly Import Very Importa Fairly Import Very Importa

Hibiscus and E I support most pr Very Importa Not Importar Very Importa Very Importa

Puketāpapa I do not support r Fairly Import Not Importar Fairly Import Fairly Import

Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa

Puketāpapa I support all prior Fairly Import Very Importa Very Importa Very Importa

Puketāpapa I support all prior Fairly Import Fairly Import Fairly Import Very Importa

I can't believe Puketāpapa I support most pr Fairly Import Very Importa Fairly Import Very Importa

Puketāpapa I do not support r Very Importa Very Importa I don't know I don't know

I support the | Kaipātiki,Man I support all prior Very Importa Very Importa Very Importa Very Importa

Franklin Local Puketāpapa

Albert-Eden,PI support most pr Fairly Import Very Importa Fairly Import Very Importa

Puketāpapa I support all prior

No other feed Puketāpapa I don't know

Puketāpapa I support most pr

Puketāpapa I support all prior

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Puketāpapa I support all prior

Franklin Local Puketāpapa I support most pr

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Franklin,Puke: I support all prior

Franklin,Puke: I support all prior

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Franklin,Puke: I support all prior

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Puketāpapa I support all prior
Puketāpapa I support all prior
Puketāpapa I support all prior
Franklin,Puke I support most pr
Franklin,Puke I support all prior
Franklin,Puke I support most pr
Albert-Eden,F
Franklin
Franklin,Puke I support most pr

Māngere-Ōtāi

Puketāpapa I support all prior
Puketāpapa I support most pr

no Puketāpapa I support all prior
Puketāpapa I support most pr
Puketāpapa I support most pr
Puketāpapa I don't know
no Puketāpapa I don't know

Include shopp Puketāpapa I support most pr
Franklin
no Puketāpapa I support most pr
no thank you Puketāpapa I support all prior
Franklin

Puketāpapa I support all prior
Puketāpapa I support most pr
Puketāpapa I support all prior
Puketāpapa I don't know

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I support the Puketāpapa
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Whau
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Whau
Puketāpapa
Puketāpapa

Help coordinate and support local business groups.	Tell us why	7c. What do you think of the proposed priorities for the 10-year budget 2024-2034?	Q8 Other Feedback	Attachments	First name	Last name	On behalf of an organisation?
							No
							No
I don't know	Nggi tyul	Hgfi yut	Hvfdff				No
Not Importar	There is limit	Not solid, most based on					No
Very Importar	Business driv	Road need maintenance.	Council and /				No
Fairly Import			Show us how				No
Not Importar							No
Not Importar	what you sta	priorities are stated with	Wayne Brow				No
Fairly Import							No
Not Importar	Nothing has	as above. Focus should be					No
Very Importar	Community f	ok	No				No
Not Importar		Pretty vague and generic.					No
Fairly Import							No
Fairly Import		I support the 10-year plan	I appreciate t				No
Very Importar							No
Not Importar	Too many bu	Please repair the parks ar	Do not spenc				No
Very Importar		It's a changing suburb and					No
Not Importar							No
Not Importar	businesses ca						No
			Security is a l				No
Fairly Import			Push for char				No
Fairly Import	When you sa	As long we are as "doing					No
Fairly Import							No
Fairly Import	Puketaapapa	I fully support all the long					No
Fairly Import							No
Not Importar							No
Very Importar	Not happy wi	Improve lighting in park,	I want to kno				No
Fairly Import							No
I don't know	We MUST pri	Focus on climate resilien					No
Fairly Import							No
Fairly Import	I think the lo	Good. The Dominion Rd r					No
Very Importar		Achievable					No
Very Importar		Much of this board is eas					No
Fairly Import		Could do with a rethink a					No
Fairly Import							No
Not Importar	We must foc						No
Fairly Import							No

Very Importa		Nothing	No
Not Importar			No
Very Importa			No
Fairly Import			No
			No
		Dont raise up	No
			No
		Stop wasting	No
Fairly Import			No
Not Importar	The natural e		No
Not Importar	i feel our boa as said above		No
Not Importar	Absolutely useless		No
			No
Very Importa	Construction Better public transport pl	Stop wasting	No
Not Importar			No
		The promise	No
			No
Fairly Import		Taxpayers wc	No
Not Importar			No
Not Importar			No
Not Importar			No
Not Importar			No
Not Importar	Remove the fluff. No-one		No
Fairly Import			No
Fairly Import			No
Very Importa	Better children facilities a		No
			No
			No
			No
			No
Not Importar			No
Very Importa			No
Not Importar	NO ONE uses Fix the footpaths so peop		No
Fairly Import	More people		No
Fairly Import			No
Fairly Import	I am concern Generally supportive.	No	No
Very Importa	Investment ir	Don't reduce	No
			No
Not Importar	These prioriti These are very poor. You'		No
Fairly Import			No
	Mayor steps		No
		No	No
Fairly Import		Continuing tc	No
	stop wasting	stop wasting	No
Not Importar	The climate a Shut it down = delete it 1	Priorities1 R https://aucklandcouncil.syd1.qualtrics.com/	No
I don't know			No
			No
Very Importa			No
Fairly Import	Need to redu upgrade infrastructure to rates are incr		No
I don't know			No
Very Importa	Self explanat Can be done better. The	Nil	No

Fairly Import		stick to core :	No
Fairly Import	It overall just	Nothing stands out.	No
Fairly Import			No
Fairly Import			No
Fairly Import		Start 3.5% inc	No
Fairly Import			No
Fairly Import	Engaging the	I support incr	No
			No
Not Importar			No
Fairly Import			No
			No
			No
Very Importa			No
Very Importa	Supporting Ic	I like the environmental t	No.
Fairly Import	Not too sure.	nope.	No
			No
			No
Not Importar			No
			No
Very Importa			No
			No
Not Importar	what a comp	Total incomp	No
Very Importa			No
Fairly Import	From the 10 year local bc		No
			No
Fairly Import			No
Very Importa			No
Not Importar	Overall good to go ahead		No
			No
Fairly Import			No
Very Importa			No
Not Importar	Working wit the parks te	Making the n	No
Very Importa	Those target:	Not very impressed, see :	No
Fairly Import			No
Not Importar	uninspiring. I improved playgrounds. re		No
		Don't know t	No
Not Importar	you do nothii	you do nothing and come	you do nothii
			https://aucklandcouncil.syd1.qualtrics.com/survey-display/summary?reportId=1234567890
			No
			No
Fairly Import			No
Very Importa			No
	Needs to be c	Pay less, get	No
		Reduce carb	No
Fairly Import			No
Fairly Import			No
			No
		Priority is - se	No
Very Importa			No

Fairly Import		Local Board f	No
			No
Fairly Import			No
			No
Fairly Import			No
Fairly Import			No
Very Importa	All are good ξ	Dismantling t	No
			No
Very Importa			No
Fairly Import		Non	No
Fairly Import	definitely sup		No
Fairly Import			No
I don't know			No
Very Importa			No
Very Importa			No
Very Importa	Some of the priorities are		No
Not Importar	If someone w	Not acceptable	No
Not Importar		Auckland Cou	No
		Merging with	No
		Inflation estir	No
Fairly Import	Because I agr I agree	Nope	No
Fairly Import			No
			No
Fairly Import			No
Fairly Import		No	No
Fairly Import		Need the put	No
Very Importa			No
Fairly Import			No
		No, Nothing.	No
Very Importa	It's importan	I support the local opport	No
Very Importa			No
Very Importa			No
			No
			No
			No
			No
			No
	Most are goc	-	No
	most are goo		No
Fairly Import	community is thriving communities	no	No
Very Importa	Don't spend	It's too far ahead to look	My thoughts
Fairly Import			No
			No
Fairly Import	Our neighbor	I think the local board ha	I just hope th
	Your prioritie	Very little information pri	
Fairly Import			No
		Avoid getting	No
Fairly Import	We need to c		No
Not Importar			No
Fairly Import	Poor		No
Fairly Import			No

Fairly Import		I would prefe	No
Most social v		Take control	No
Fairly Import			No
I feel like the		Nope	No
Fairly Import Introduce pu			No
Fairly Import		Keep the fun	No
Not Importar To be honest Very good. Well thought			No
Very Importa All of these ir			No
Fairly Import			No
Very Importa			No
			No
I don't know			No
			No
Very Importa			No
		I would rathe	No
			No
			No
			No
			No
Fairly Import Need more r sounds about right for m			No
			No
			No
Fairly Import People are n		Do not sell or	No
			No
Very Importa Key focuses c Key focuses on business e			No
		Keep rates af	No
Fairly Import			No
		Stop road wc	No
			No
Fairly Import			No
		make the bus	No
			No
			No
			No
Very Importa			No
Fairly Import		no I don't	No
			No
			No
Not Importar	More spaces to support e		No
Fairly Import			No
Fairly Import			No
Fairly Import		Think about e	No
			No
Fairly Import Our local boa I'm proud of the prioritie: Overall I thinl			No

Very Importar		No
		No
Fairly Import		No
Not Importar		No
		No
Not Importar		No
Not Importar	I think it's very challengin i support the	No
Not Importar	The commun More respon	No
Fairly Import		No
Fairly Import		No
Very Importa	Control the C	No
		No
		No
		No
Fairly Import		No
Fairly Import		No
Fairly Import	I want our ar	No
		No
Not Importar	Local busines	No
Very Importa		No
Very Importa		No
		No
Very Importa		No
		No
I don't know	I support any	No
Fairly Import		No
		No
		No
Not Importar		No
Fairly Import	These mostly	No
Fairly Import		No
Very Importa		No
Fairly Import		No
Fairly Import		No
		No
		No
		No
	No	No
Very Importa		No
Not Importar	There are a number of pr Equitable fun	No
		No
Not Importar		No
Not Importar	Reduce spen	No
		No
Very Importa		No
Not Importar		No
Fairly Import		No
Very Importa		No
Fairly Import		No
Fairly Import		No

No

No

Auckland Council is the major provider of our cit No

I am part of the sport and recreation sector in A No

I am part of the sport and recreation sector in A No

No

No

No

No

No

No

No

No

Organisation name	Your local board	Gender	Other gender	Age bracket	Ethnicity	Ethnicity provided	Euro	Maori	Pasifika	Asian
	Puketāpap:	Female		18-24	Indian	YES	NO	NO	NO	YES
	Puketāpap:	Female		18-24	Indian	YES	NO	NO	NO	YES
	Devonport:	I prefer not to say		25-34		NO	NO	NO	NO	NO
	Rodney	Male		15-17	NZ European	YES	YES	NO	YES	NO
	Puketāpap:	Male		35-44	Other Euro	YES	YES	NO	NO	NO
	Albert-Eder	Male		55-64	Chinese	YES	NO	NO	NO	YES
	Puketāpap:	Male		45-54	Indian	YES	NO	NO	NO	YES
	Puketāpap:	Male		35-44	NZ European	YES	YES	NO	NO	NO
	Howick	Male		55-64	Chinese	YES	NO	NO	NO	YES
	Puketāpap:	Male		55-64	Other Ethnic	YES	NO	NO	NO	NO
	Puketāpap:	Female		35-44	Other Euro	YES	YES	NO	NO	NO
	Puketāpap:	Male		65-74	NZ European	YES	YES	YES	NO	NO
	Puketāpap:	Male		55-64	Other Euro	YES	YES	NO	NO	NO
	Puketāpap:	Male		25-34	Indian	YES	NO	NO	NO	YES
	Puketāpap:	Male		25-34	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		65-74	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		65-74	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		55-64	Other Pasif	YES	NO	NO	YES	NO
	Puketāpap:	Male		65-74	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		35-44	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		65-74	NZ European	YES	YES	NO	NO	YES
	Puketāpap:	Female		55-64	NZ European	YES	YES	NO	NO	NO
	Albert-Eder	Male		35-44	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		35-44	NZ European	YES	YES	NO	NO	NO
	Howick	Male		35-44	Chinese	YES	NO	NO	NO	YES
	Puketāpap:	Male		35-44	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		35-44	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		25-34	NZ European	YES	YES	NO	NO	NO
	Albert-Eder	Male		18-24	NZ European	YES	YES	YES	NO	NO
	Albert-Eder	Female		45-54	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		75+	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		55-64	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		45-54	Indian	YES	NO	NO	NO	YES
	Puketāpap:	Female		45-54	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		45-54	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		45-54	NZ European	YES	YES	NO	NO	NO
	Albert-Eder	Female		35-44	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Female		65-74	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Female		25-34	NZ European	YES	YES	NO	NO	NO
	Puketāpap:	Male		45-54	Indian, Other	YES	NO	NO	YES	YES
	Puketāpap:	Male		45-54	NZ European	YES	YES	NO	NO	NO
	Albert-Eder	Male		45-54	Indian	YES	NO	NO	NO	YES
	Puketāpap:	Male		55-64	NZ European	YES	YES	NO	NO	NO

Puketāpap: Female	45-54	Other Asiar	YES	NO	NO	NO	YES
Devonport- Male	35-44	Māori	YES	NO	YES	NO	NO
Puketāpap: Male	45-54	NZ Europe	YES	YES	NO	YES	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	65-74	Chinese	YES	NO	NO	NO	YES
Hibiscus an Male	25-34	Chinese	YES	NO	NO	NO	YES
Hibiscus an I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male	55-64	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	35-44	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: I prefer not to say			NO	NO	NO	NO	NO
Puketāpap: Male	25-34	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	55-64		NO	NO	NO	NO	NO
Puketāpap:	18-24		NO	NO	NO	NO	NO
Puketāpap: Female	45-54	Chinese	YES	NO	NO	NO	YES
Albert-Eder Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	Other Asiar	YES	NO	NO	NO	YES
Howick I prefer not to say	35-44		NO	NO	NO	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	YES	NO	NO
Puketāpap: Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	45-54		NO	NO	NO	NO	NO
Albert-Eder Male	25-34	Chinese	YES	NO	NO	NO	YES
Kaipātiki Female	75+		NO	NO	NO	NO	NO
Ōtara-Papa I prefer not to say	35-44		NO	NO	NO	NO	NO
Puketāpap: Male	45-54	Other Ethni	YES	NO	NO	NO	NO
Albert-Eder Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Ōtara-Papa Male	55-64	NZ Europe	YES	YES	YES	YES	NO
Puketāpap: Female	45-54	Māori	YES	NO	YES	NO	NO
Maungakie Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	65-74	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	75+	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Ōtara-Papa Male	35-44		NO	NO	NO	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	YES	NO	NO
Waitematā I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Howick Male	35-44		NO	NO	NO	NO	NO
Puketāpap: Male	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	NZ Europe	YES	YES	NO	NO	NO
Papakura Male	25-34	Chinese	YES	NO	NO	NO	YES
Waitematā I prefer not to say	75+	Other Ethni	YES	NO	NO	NO	NO
Albert-Eder I prefer not to say	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	45-54	Other Ethni	YES	NO	NO	NO	NO
Puketāpap: Female	25-34	Southeast /	YES	NO	NO	NO	YES
Puketāpap: Female	45-54	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	18-24		NO	NO	NO	NO	NO
Puketāpap: Male	55-64		NO	NO	NO	NO	NO

Puketāpap: Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	Other Ethn	YES	NO	NO	NO	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	55-64	Indian	YES	NO	NO	NO	YES
Maungakie Female	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Albert-Eder Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	35-44	Indian	YES	NO	NO	NO	YES
I don't know Male	25-34		NO	NO	NO	NO	NO
Puketāpap: Male	18-24	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	25-34		NO	NO	NO	NO	NO
Rodney Male	18-24	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	35-44		NO	NO	NO	NO	NO
Upper Hart	25-34	NZ Europe	YES	YES	NO	NO	NO
Ōtara-Papa Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Howick I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male	25-34	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Another Gender	18-24	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	15-17	Indian	YES	NO	NO	NO	YES
Puketāpap: I prefer not to say	18-24	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	15-17	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	15-17	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Waitematā Male	25-34	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	15-17	Chinese	YES	NO	NO	NO	YES
Papakura Another Gender	75+	NZ Europe	YES	YES	YES	YES	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Albert-Eder Male	35-44	NZ Europe	YES	YES	NO	NO	NO
I don't know Female	35-44		NO	NO	NO	NO	NO
I don't know Male	45-54		NO	NO	NO	NO	NO
Puketāpap: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
I don't know Female	25-34		NO	NO	NO	NO	NO
I don't know Male	55-64		NO	NO	NO	NO	NO
Puketāpap: Male	35-44		NO	NO	NO	NO	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO

I don't know	Female	75+	NZ Europe	YES	YES	YES	NO	NO
Puketāpapu	Female	55-64	Indian	YES	NO	NO	NO	YES
Puketāpapu	Female	18-24	Chinese	YES	NO	NO	NO	YES
Puketāpapu	Female	35-44	Indian	YES	NO	NO	NO	YES
Puketāpapu	I prefer not to say	35-44	NZ Europe	YES	YES	NO	NO	YES
Puketāpapu	Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	65-74	Indian	YES	NO	NO	NO	YES
Puketāpapu	Female	25-34	Indian	YES	NO	NO	NO	YES
Puketāpapu	Male	55-64	NZ Europe	YES	YES	YES	NO	NO
Puketāpapu	Female	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	65-74	Indian	YES	NO	NO	NO	YES
Puketāpapu	Male	18-24	Indian	YES	NO	NO	NO	YES
Puketāpapu	Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	45-54	Southeast	YES	NO	NO	NO	YES
Puketāpapu	Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	65-74	NZ Europe	YES	YES	NO	NO	NO
I don't know	Male	45-54	Other Euro	YES	YES	NO	NO	NO
Franklin	Male	35-44	NZ Europe	YES	YES	NO	YES	NO
Puketāpapu	Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male			NO	NO	NO	NO	NO
Puketāpapu	Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	35-44	Indian	YES	NO	NO	NO	YES
Puketāpapu	Female	35-44	Māori, Other	YES	NO	YES	YES	NO
Puketāpapu	Male	25-34	Other Pasif	YES	NO	NO	YES	NO
Puketāpapu	Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	25-34	Indian	YES	NO	NO	NO	YES
Puketāpapu	Male	45-54	Indian	YES	NO	NO	NO	YES
Albert-Eder	Female	35-44	NZ Europe	YES	YES	NO	YES	NO
Devonport	Female	35-44	Indian	YES	NO	NO	NO	YES
Devonport	Female	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	35-44	Other Pasif	YES	NO	NO	YES	NO
Puketāpapu	Male	75+	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	35-44		NO	NO	NO	NO	NO
Puketāpapu	Female	65-74	NZ Europe	YES	YES	YES	NO	NO
Puketāpapu	Female	15-17	Indian	YES	NO	NO	NO	YES
Puketāpapu	Female	15-17	Indian	YES	NO	NO	NO	YES
Puketāpapu	Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	55-64	Indian	YES	NO	NO	NO	YES
Puketāpapu	Female	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	65-74		NO	NO	NO	NO	NO
Puketāpapu	Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Albert-Eder	Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Female	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu	Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpapu				NO	NO	NO	NO	NO
Māngere-Ō	Male	15-17	NZ Europe	YES	YES	NO	NO	YES

Henderson: Female	45-54	NZ Europe	YES	YES	NO	YES	NO
Puketāpap: Male	75+	NZ Europe	YES	YES	NO	NO	NO
I don't know: Female	18-24		NO	NO	NO	NO	NO
Puketāpap: Female	15-17	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	75+	NZ Europe	YES	YES	NO	NO	NO
Waitākere: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Another Gender	18-24	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Male	18-24	Other Pasif	YES	NO	NO	YES	YES
Puketāpap: Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	18-24	NZ Europe	YES	YES	YES	NO	NO
Puketāpap: Female	I prefer not	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	18-24	Southeast	YES	NO	NO	NO	YES
Puketāpap: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	75+	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	45-54	Māori	YES	NO	YES	NO	NO
Puketāpap: Female	55-64	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Indian	YES	NO	NO	NO	YES
Puketāpap: Another Gender	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	25-34	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	Māori	YES	NO	YES	NO	NO
Albert-Eder: Female	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	35-44		NO	NO	NO	NO	NO
Puketāpap: Male	35-44	Indian	YES	NO	NO	NO	YES
Albert-Eder: Male	35-44	Indian,Afric	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	18-24	African	YES	NO	NO	NO	NO
Puketāpap: Male	18-24	African	YES	NO	NO	NO	NO
Puketāpap:			NO	NO	NO	NO	NO
Puketāpap: Male	25-34	African	YES	NO	NO	NO	NO
Puketāpap: Male	25-34	African	YES	NO	NO	NO	NO
Whau: Male	18-24	NZ Europe	YES	YES	NO	NO	NO
Maungakie: Male	15-17	Māori,Othe	YES	NO	YES	YES	NO
Puketāpap: Male	25-34	African	YES	NO	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	18-24	Indian	YES	NO	NO	NO	YES
Albert-Eder: Female	35-44	NZ Europe	YES	YES	YES	NO	NO
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: I prefer not to say	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	25-34	Middle East	YES	NO	NO	NO	NO
Puketāpap: Male	55-64	NZ Europe	YES	YES	NO	NO	NO

Puketāpap: Male	75+	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	75+	NZ Europe	YES	YES	NO	NO	NO
Henderson: I prefer not to say	25-34	NZ Europe	YES	YES	NO	NO	NO
Waitākere: Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	45-54	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	35-44	Southeast	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	25-34	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	45-54	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	18-24	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	35-44	Indian	YES	NO	NO	NO	YES
Maungakie: Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	65-74	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	Middle East	YES	NO	NO	NO	NO
Puketāpap: Female	45-54		NO	NO	NO	NO	NO
Puketāpap: Female	18-24	Indian	YES	NO	NO	NO	YES
Rodney: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	25-34	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	18-24	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	NZ Europe	YES	YES	YES	NO	NO
Puketāpap: Male	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male	45-54	Māori	YES	NO	YES	NO	NO
Puketāpap: Male	35-44	Māori	YES	NO	YES	NO	NO
Puketāpap: Male	35-44	Indian	YES	NO	NO	NO	YES
Upper Harā: Male	15-17	Southeast	YES	NO	NO	NO	YES
Puketāpap: Male	35-44	Middle East	YES	NO	NO	NO	NO
Puketāpap: Male	25-34	NZ Europe	YES	YES	NO	NO	YES
Puketāpap: Male	Under 15	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Other Pasif	YES	NO	NO	YES	YES
Puketāpap: Male	35-44		NO	NO	NO	NO	NO
Puketāpap: Female	25-34	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Male	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male			NO	NO	NO	NO	NO
Puketāpap: Female	45-54	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	35-44	Other Pasif	YES	NO	NO	YES	NO
I don't know: Male	18-24	NZ Europe	YES	YES	NO	NO	YES
Henderson: Male	15-17	Indian, Middle	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	15-17	Other Pasif	YES	NO	NO	YES	NO

Puketāpap: Female	18-24	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	45-54	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Female	25-34	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	NZ Europe	YES	YES	YES	NO	NO
Puketāpap: Female	25-34	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	25-34		NO	NO	NO	NO	NO
Puketāpap: I prefer not to say	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	25-34	NZ Europe	YES	YES	NO	NO	NO
Ōrākei Male	18-24	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: I prefer not to say			NO	NO	NO	NO	NO
Puketāpap: Male	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	45-54	Southeast	/YES	NO	NO	NO	YES
Puketāpap: Male	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	35-44	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	45-54	Other Asiar	YES	NO	NO	NO	YES
Waitematā Male	55-64	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	45-54	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Female	65-74	Southeast	/YES	NO	NO	NO	YES
Albert-Eder Female	35-44	Māori	YES	NO	YES	NO	NO
Puketāpap: Female	75+	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: Male	Under 15		NO	NO	NO	NO	NO
Puketāpap: Male	18-24	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	18-24	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	45-54	African	YES	NO	NO	NO	NO
Puketāpap: Male	18-24	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Male	25-34	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	35-44	Indian	YES	NO	NO	NO	YES
I don't know Male	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	25-34	Indian	YES	NO	NO	NO	YES
I don't know Male	25-34	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	18-24	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Male	65-74	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Other Ethni	YES	NO	NO	NO	NO
Puketāpap: Female	75+	Other Pasif	YES	NO	NO	YES	YES
Puketāpap: Male		Indian	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Southeast	/YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Southeast	/YES	NO	NO	NO	YES
I don't know Female	45-54	Southeast	/YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	25-34	Southeast	/YES	NO	NO	NO	YES
Puketāpap: Male	25-34	Other Pasif	YES	NO	NO	YES	NO
Puketāpap: Female	35-44	Southeast	/YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Southeast	/YES	NO	NO	NO	YES

Puketāpap: Female	55-64	Southeast /	YES	NO	NO	NO	YES
Māngere-Ō Female	35-44	Southeast /	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Southeast /	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Southeast /	YES	NO	NO	NO	YES
Whau			NO	NO	NO	NO	NO
Puketāpap: Male	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	65-74	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female			NO	NO	NO	NO	NO
Puketāpap: Female	45-54	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	65-74	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Indian	YES	NO	NO	NO	YES
Howick Female	18-24	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Other Euro	YES	YES	NO	NO	NO
Puketāpap: Female	18-24	Other Asiar	YES	NO	NO	NO	YES
Franklin Female	55-64	Māori	YES	NO	YES	NO	NO
Puketāpap: Female	18-24	Māori, India	YES	NO	YES	NO	YES
Puketāpap: Female	15-17	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Māori, Othe	YES	NO	YES	YES	NO
Puketāpap: Female	25-34	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	45-54	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	65-74	NZ Europe	YES	YES	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: Male	18-24	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	18-24	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	Under 15	Southeast /	YES	NO	NO	NO	YES
Puketāpap: Female	25-34	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Female	18-24	Other Asiar	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	African	YES	NO	NO	NO	NO
Puketāpap: Female	18-24	Indian	YES	NO	NO	NO	YES
Puketāpap: Male	55-64	African	YES	NO	NO	NO	NO
I don't know Male	25-34	African	YES	NO	NO	NO	NO
Puketāpap:			NO	NO	NO	NO	NO
Puketāpap:			NO	NO	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
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Puketāpap:			NO	NO	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
Puketāpap: I prefer not to say	I prefer not		NO	NO	NO	NO	NO
I don't know			NO	NO	NO	NO	NO
Puketāpap: Female	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	Under 15	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	55-64	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Korean	YES	NO	NO	NO	YES
Puketāpap: Female	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap:		Chinese	YES	NO	NO	NO	YES

Puketāpap: Female	65-74	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	75+	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	45-54	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	65-74	Korean	YES	NO	NO	NO	YES
Puketāpap: Female	45-54	Tongan	YES	NO	NO	YES	NO
Puketāpap: Male	45-54	Tongan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	45-54	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	35-44	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	45-54	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	45-54	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	55-64	Tongan	YES	NO	NO	YES	NO
Puketāpap: Male	45-54	Tongan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Tongan	YES	NO	NO	YES	NO
Puketāpap: Female	75+	Tongan	YES	NO	NO	YES	NO
Puketāpap: Male	65-74	Tongan	YES	NO	NO	YES	NO
Puketāpap: Male	45-54	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	45-54	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	45-54	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	Under 15	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	Under 15	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	18-24	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Female	25-34	Samoan	YES	NO	NO	YES	NO
Puketāpap: Male	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Female	35-44	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	55-64	Chinese	YES	NO	NO	NO	YES
Puketāpap: Male	45-54	Indian	YES	NO	NO	NO	YES
Puketāpap: Female	25-34	African	YES	NO	NO	NO	NO

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