

Note: This Agenda was updated on 10 October due to a PDF error causing a shadow on a page. No content was changed.



Our reference
F19/13/03-D21/26182

5 October 2023

Ordinary Meeting of Council

Notice is hereby given that the Policy and Services Committee meeting of Council will be held in the **Council Chambers, Stratford District Council, 63 Miranda Street, Stratford** on **Tuesday 10 October 2023** beginning at 3.30pm.

Timetable for 10 October 2023 as follows:

1.30pm	Workshop <ul style="list-style-type: none">- Long Term Plan- King Edward Park Management Plan
3.00pm	Afternoon tea for Councillors
3.15pm	Public Forum <ul style="list-style-type: none">- Stratford Shakespeare Trust
3.30pm	Ordinary Meeting of Council

Yours faithfully

Sven Hanne
Chief Executive

2023 - Agenda - Ordinary - October - Open

10 October 2023 03:30 PM



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AGENDA

Ordinary Meeting of Council



F22/55/05 – D23/41992

Date: 10 October 2023 at 3.30 PM
Venue: Council Chambers, 63 Miranda Street, Stratford

1. [Welcome](#)

- 1.1 **Opening Karakia**
D21/40748 Page 9
- 1.2 **Health and Safety Message**
D21/26210 Page 10

2. [Apologies](#)

3. [Announcements](#)

4. [Declarations of Members Interest](#)
Elected members to declare any real or perceived conflicts of interest relating to items on this agenda.

5. [Attendance Schedule](#)
Page 11

Attendance schedule for Ordinary and Extraordinary Council meetings.

6. [Confirmation of Minutes](#)

- 6.1 **Ordinary Meeting of Council – 12 September 2023**
D23/39511 Page 12

Recommendation

THAT the minutes of the Ordinary Meeting of Council held on Tuesday 12 September 2023 be confirmed as a true and accurate record.

/
Moved/Seconded

- 6.1.1 [Public Forum Notes](#)
D23/40234 Page 16

The notes from the public forum held on Tuesday 12 September 2023 are attached for council's information.

- 6.2 **Farm and Aerodrome Committee – 19 September 2023**
D23/40080 Page 18

Recommendations

- 1. THAT the unconfirmed minutes of the Farm and Aerodrome Committee meeting held on Tuesday 19 September 2023 be received.
- 2. THAT the recommendations in the minutes of the Farm and Aerodrome Committee meeting held on Tuesday 19 September 2023 be adopted.

/
Moved/Seconded

6.3 Audit and Risk Committee – 19 September 2023
D23/41247 (Open) D23/41071 (PE) Page 22

Recommendations

1. THAT the unconfirmed minutes of the Audit and Risk Committee meeting held on Tuesday 19 September 2023 be received.
2. THAT the recommendations in the minutes of the Audit and Risk Committee meeting, including those in the public excluded section, held on Tuesday 19 September 2023 be adopted.

/
Moved/Seconded

6.4 Policy and Services Committee – 26 September 2023
D23/41569 Page 30

Recommendations

1. THAT the unconfirmed minutes of the Policy and Services Committee meeting held on Tuesday 26 September 2023 be received.
2. THAT the recommendations in the minutes of the Policy and Services Committee meeting held on Tuesday 26 September 2023 be adopted.

/
Moved/Seconded

6.5 Taranaki Solid Waste Management Committee – 17 August 2023
Page 38

Recommendation

THAT the unconfirmed minutes of the Taranaki Solid Waste Management Committee meeting held on Thursday 17 August 2023 be received.

/
Moved/Seconded

6.6 Regional Transport Committee – 6 September 2023
Page 41

Recommendation

THAT the unconfirmed minutes of the Regional Transport Committee meeting held on Wednesday 6 September 2023 be received.

/
Moved/Seconded

6.7 Taranaki Civil Defence Emergency Management Joint Committee – 21 September 2023
Page 47

Recommendation

THAT the unconfirmed minutes of the Civil Defence Emergency Management Joint Committee meeting held on Thursday 21 September 2023 be received.

/
Moved/Seconded

7. [District Mayor's Report](#)
D23/42419 Page 51

Recommendations

1. THAT the report be received.
2. THAT Council endorses the appointment of Christine Craig as a trustee of the Percy Thomson Trust for a further three year term (October 2026).

/
Moved/Seconded

8. [Decision Report – Transport Choices – Final Scope of Work for Delivery](#)
D23/40922 Page 61

There are two deputations to be heard:

- Dr N de Wet (Te Whatu Ora)
- Graham Green
- Tricia Jamieson

Recommendations

1. THAT the report be received.
2. THAT Council considers all options for cycleway treatments on roads affected by the Transport Choices project.
3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for each of the following roads, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

1. Regan Street – Stratford Primary School.
2. Regan Street – Hamlet Street to State Highway 3 Broadway.
3. Hamlet Street – Regan St to Pembroke Road.
4. Portia Street- Regan Street to Fenton Street.
5. Miranda Street – St Joseph’s Primary School
6. Celia Street – Miranda Street to Hamlet St.
7. Hamlet Street – Celia Street to Romeo Street.
8. Hamlet Street – Avon Primary School.

Phase 2 Project:

9. Regan St (SH43) – State Highway 3 Broadway to Cordelia Street
10. Regan St (SH43) – Cordelia Street to Swansea Rd
11. Swansea Rd – Regan St (SH43) to Fenton Street
12. Fenton St – State Highway 3 (Broadway) to Cordelia Street
13. Juliet St – Fenton Street to Patea River Bridge
14. Juliet St – Patea River Bridge to Celia St.
15. Celia St – Juliet Street to Swansea Road.

Recommended Reason

This report provides the elected members with option analysis for the listed road links above. The analysis includes council officers’ recommended options. These recommended options have been endorsed by Waka Kotahi who have been involved in the development of the proposed designs.

/
Moved/Seconded

9. Decision Report –Adopt Annual Report 2022/23
D23/42035 Page 207

Recommendations

1. THAT the report be received.
2. THAT the Annual Report 2022/23 be received and approved for adoption, subject to any further changes as requested by Deloitte, the independent auditors.
3. THAT the Mayor and the Chief Executive be given authority to sign the Annual Report, incorporating any late, minor, changes that may be required by Deloitte.
4. THAT the Chief Executive be authorised to publish an audited Summary Annual Report within one month of adopting the Annual Report 2022/23.

Recommended Reason

Section 98A of the Local Government Act 2002 requires Council to adopt the Annual Report 2022/23 by 31 December 2023. The audited Annual Report gives the community transparency on the Council's performance for the year. It is a statutory requirement for a local authority to, within one month after the adoption of its Annual Report; make publicly available a summary of the information contained in its Annual Report.

/
Moved/Seconded

10. Information Report –Percy Thomson Trust – Annual Report 2022/23
D23/39971 Page 356

Recommendation

THAT the Percy Thomson Trust Annual Report for the year ended 30 June 2023 be received.

Recommended Reason

The Percy Thomson Trust is a Council Controlled Organisation of the Stratford District Council and the audit of their Annual Report for the year ended 30 June 2023 was completed by Deloitte.

/
Moved/Seconded

11. Questions

12. Resolution to Exclude the Public

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting, namely:

Agenda Item No: 13

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution to each matter	Grounds under section 48(1) for the passing of this resolution
Land Purchase	The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 and section 7 of the Act - specifically Section 7(2)(b)(ii). (Section 48(1)(a) Local Government Official Information and Meetings Act 1987.

Moved/Seconded

13. Public Excluded Item

14. Closing Karakia

D21/40748 Page 384



Our reference
F19/13/03-D21/40748

Karakia

Kia uruuru mai
Ā hauora
Ā haukaha
Ā haumāia
Ki runga, Ki raro
Ki roto, Ki waho
Rire rire hau Paimārire

I draw in (to my being)
The reviving essence
The strengthening essence
The essence of courage
Above, Below
Within, Around
Let there be peace.



Our reference
F19/13/03-D22/17082

Health and Safety Message

In the event of an emergency, unless guided to an alternative route by staff, please exit through the main entrance. Once outside the building please move towards the War Memorial Centre congregating on the lawn area outside the front of the council building.

If there is an earthquake, please drop, cover and hold where possible. Remain indoors until the shaking stops and you are sure it is safe to exit or remain where you are until further instruction is given.

5. Attendance schedule for 2023 Ordinary and Extraordinary Council meetings.

Date	14/2/23	14/3/23	11/4/23	9/5/23	13/6/23	11/7/23	8/8/23	12/9/23	10/10/23	14/11/23	12/12/23
Meeting	O	O	O	O	O	O	O	O	O	O	O
Neil Volzke	✓	✓	✓	✓	✓	✓	✓	✓			
Steve Beck	✓	✓	✓	✓	✓	✓	✓	✓			
Grant Boyde	✓	✓	✓	✓	✓	✓	✓	✓			
Annette Dudley	✓	✓	✓	✓	✓	✓	✓	✓			
Jono Erwood	✓	✓	✓	✓	✓	✓	✓	✓			
Ellen Hall	✓	✓	✓	✓	✓	✓	✓	✓			
Amanda Harris	AV	✓	✓	✓	✓	✓	✓	✓			
Vaughan Jones	✓	✓	✓	✓	A	✓	✓	✓			
Min McKay	✓	✓	S	✓	✓	✓	A	✓			
John Sandford	S	S	S	✓	✓	✓	✓	✓			
Clive Tongaawhikau	✓	A	✓	✓	A	✓	✓	✓			
Mathew Watt	✓	✓	✓	A	✓	✓	✓	✓			

Key	
O	Ordinary Meeting
E	Extraordinary Meeting
EM	Emergency Meeting
✓	Attended
A	Apology/Leave of Absence
AB	Absent
S	Sick
(AV)	Meeting held, or attended by, by Audio Visual Link

MINUTES

Ordinary



F22/55/05 – D23/39511

Date: Tuesday 12 September 2023 at 3.34 PM

Venue: Council Chambers, Stratford District Council, 63 Miranda Street, Stratford

Present

The District Mayor N C Volzke (the Chairman), the Deputy Mayor – M McKay, Councillors: S J Beck, G W Boyde, A M C Dudley, J M S Erwood, A K Harris, E E Hall, V R Jones, W J Sandford, C M Tongaawhikau and M J Watt.

In attendance

The Chief Executive – Mr S Hanne, the Acting Director – Corporate Services – Mr B Coles, the Acting Director – Assets – Mr S Bowden, the Director – Environmental Services – Mr B Sutherland, the acting Director – Community Services – Mr C Julie, the Committee Advisor and Executive Assistant – Mrs E Bishop, the Communications Manager – Ms G Gibson, two members of the public and one member of the media (Stratford Press)

1. Welcome

The District Mayor welcomed Elected Members, members of the public, staff and the media to the meeting.

1.1 Opening Karakia D21/40748 Page 5

The opening karakia was read.

1.2 Health and Safety Message D21/26210 Page 6

The District Mayor reiterated the health and safety message and emergency procedures.

2. Apologies

Apologies were noted from the Director – Assets Mrs V Araba and the Director – Corporate Services – Mrs T Radich.

3. Announcements

There were no announcements.

4. Declarations of Members Interest

Elected members to declare any real or perceived conflicts of interest relating to items on this agenda. There were no declarations of interest.

5. Attendance Schedule

The attendance schedule for Ordinary and Extraordinary Council meetings was attached.

6. Confirmation of Minutes

6.1 Ordinary Meeting of Council – 8 August 2023 D23/34198 Page 8

Recommendation

THAT the minutes of the Ordinary Meeting of Council held on Tuesday 8 August 2023 be confirmed as a true and accurate record.

HARRIS/TONGAAWHIKAU
Carried
CL/23/84

6.2 Policy and Services Committee – 22 August 2023 D23/35474 Page 15

Recommendations

1. THAT the unconfirmed minutes of the Policy and Services Committee meeting held on Tuesday 22 August 2023 be received.

SANDFORD/HALL
Carried
CL/23/85

2. THAT the recommendations in the minutes of the Policy and Services Committee meeting held on Tuesday 22 August 2023 be adopted.

HALL/DUDLEY
Carried
CL/23/86

7. District Mayor's Report D23/38410 Page 27

Recommendation

THAT the report be received.

VOLZKE/ERWOOD
Carried
CL/23/87

The District Mayor noted the following points:

- The letter from the Minister of Local Government has important legislative changes which will enable those attending remotely (via audio visual link) to count towards the quorum of a meeting.
- The changes to the Resource Management Act that were discussed at the hui between the Mayoral Forum and Ngā Iwi o Taranaki have now gone through the legislation process.
- The Taranaki Regional Position Statement for Affordable Waters was signed by Mayor Volzke as chair of the Mayoral Forum, and Jamie Tuuta as chair of Ngā Iwi o Taranaki. The date of 1 April 2025 has now been adopted.
- The meeting with representatives from the office of the Auditor General was held and was an open and frank discussion regarding audit costs. A course of action was mapped out and is being followed, but it is unlikely to result in a reduction of fees.

Questions/Points of Clarification:

- Councillor Boyde questioned if the unacceptable amount of staff time had been conveyed to the office of the Auditor General. Mayor Volzke noted this had been strongly put across and also specific questions raised of the time spent by auditor junior staff and being treated as a learning opportunity.

8. Information Report –2023 Customer Satisfaction Survey

D23/34569 Page 37

<p>Recommendation</p> <p><u>THAT</u> the report be received.</p> <p>Recommended Reason</p> <p>This is an information report only. It provides the 2022/23 Customer Satisfaction Survey results.</p>	<p>VOLZKE/BOYDE <u>Carried</u> <u>CL/23/88</u></p>
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The Acting Director – Community Services noted the following points:

- These results are from the previous financial year customer satisfaction survey.
- There is an option to have an in-depth conversation with Key Research regarding the results but there is an additional cost to do so.

Questions/Points of Clarification:

- Councillor Hall questioned if there had been conversations with Key Research regarding participants being more likely to provide feedback when they are unhappy rather than when they are happy. Mr Julie noted this had not been specifically discussed with them, however it is known from the collection of general feedback that negative is received more than positive. Councillor Hall acknowledged that there might be a large portion of people who are happy with things but just did not want to give feedback.
- The Chief Executive noted that one of the key differences from the previous internal survey to going to the external provider is that there is a balanced cross section of the community and now truly reflects the Stratford community.
- Councillor Watt noted that Planning and Resource consents have the highest level of downward trend as well as being the lowest level of satisfaction in the survey. The Director – Environmental Services noted that there is a really low number of participants so year on year the figure fluctuates wildly for each question which is shown by the LIM results with one response taking a quarterly total from 100% to 0%. There is also a high degree of sensitivity for each response as well as seeing a time where people are under quite a bit of pressure in the community which impacts attracting positive results for regulatory services.
- The District Mayor noted that the regulatory department is often impacted by customer dissatisfaction when the outcome of the engagement is being told they can't do what they want to do rather than the engagement itself.
- Councillor Boyde noted he had been sceptical of this group doing the survey but has been very impressed. The results are well balanced and show trends in areas that stick out and highlights to him that there is a lot of pressure currently in the community, particularly with the 41-45 age range. There are three to four numbers that stick out as low but he acknowledged that every survey in the country is showing a disconnect with everything.
- It was clarified that council was unable to contact survey participants as it was an anonymous survey. The Deputy Mayor noted that it could be helpful to let people know that we can email rates bills rather than printing. Mr Julie noted that a lot of the comments do not represent the service that is delivered by council and there is a disconnect between those who have filled out the survey and their understanding of what council does. The District Mayor noted this was also evident in roading where a lot of the dissatisfaction relates to state highways. It was noted that the survey does specify the difference between state highways and council maintained roads.
- Councillor Beck noted his concern that overall satisfaction with the Stratford District Council has slipped from 69% (2022) to 57% (2023). He felt this trend and the overall value for money is concerning. Mr Julie noted that Key Research has very much seen this drop for councils nationwide.

A lot of councils are coping dissatisfaction with things that are very much out of their control, along with environmental and financial pressures affecting our communities.

- Councillor Harris noted that surveys outside of the local government sector reflect what this survey is showing as well. She asked if there was an explanation separating the Taranaki Regional Council from Stratford District Council noting there were complaints regarding invoices that could be related to the regional council. Mr Julie would make a note of this for the next survey to check and include if needed.
- The District Mayor noted that the trend is not where he would like to see it overall, however there are some satisfactory results. It will give council some things to work on and focus on with officers using this information in the best way they can to inform and engage with the community.
- The Deputy Mayor noted the theme regarding public toilets and asked what the expectation and feedback was to the contractors? It was noted there had been a heightened period of vandalism that has affected the use of some of these public toilets, the cemetery one was out of action for a month due to vandalism. This has impacted the results but the District Mayor also noted that there was one comment saying disgusting and another one saying they are nice and clean.
- Councillor Boyde noted these results are a reminder that councillors need to be accountable for every cent spent of rate payer money as they are directly responsible for that.

9. Response to Public Forum

Speaker: John Campbell

Topic: Taranaki Pioneer Village

- It was requested that the District Mayor acknowledge the presentation and the work Mr Campbell does as a volunteer at the Taranaki Pioneer Village – specifically with the amount of hours he dedicates to it.

10. Questions

There were no questions.

11. Closing Karakia

D21/40748 Page 120

The closing karakia was read.

The meeting closed at 4.04pm

N C Volzke

Chairman

Confirmed this 10th day of October 2023.

N C Volzke

District Mayor

PUBLIC FORUM

Notes



F22/55/05 – D23/25525

Date: Tuesday 12 September 2023 at 3.15 PM

Venue: Council Chambers, Stratford District Council, 63 Miranda Street, Stratford

Present

The District Mayor N C Volzke (the Chairman), the Deputy Mayor – M McKay, Councillors: S J Beck, G W Boyde, A M C Dudley, J M S Erwood, A K Harris, E E Hall, V R Jones, W J Sandford, C M Tongaawhikau and M J Watt.

In attendance

The Chief Executive – Mr S Hanne, the Acting Director – Corporate Services – Mr B Coles, the Acting Director – Assets – Mr S Bowden, the Director – Environmental Services – Mr B Sutherland, the Acting Director – Community Services – Mr C Julie, the HR & Governance Administrator – Mrs Carissa Reynolds, the Communications Manager – Ms G Gibson (*part meeting*), the Executive Assistant & Committee Advisor – Mrs E Bishop (*part meeting*), one member of the media (Stratford Press) and three members of the public.

1. Welcome

The District Mayor welcomed the Chief Executive, Councillors, members of the public, staff, and the media.

The District Mayor reiterated the health and safety message and emergency procedures.

2. Speakers

Speaker: John Campbell
Topic: Taranaki Pioneer Village

Points noted in the presentation:

- Mr Campbell noted he had not come to the meeting with a particular agenda, but wanted to thank Council for the grant and rate remissions received by Pioneer village.
- Mr Campbell advised Pioneer Village has recently put out a survey which received 340 responses. The members of the board were surprised with the response. Points taken from the survey were that people think Pioneer Village is a great place, and they want it to continue.
- A question in the survey was asking for volunteers, 42 people said yes, however only three new volunteers have eventuated.
- A main issue for Pioneer Village to overcome is finding volunteers.
- Recently Pioneer Village moved from in house lawn mowing to contracted lawn mowing, they have now moved back to in house lawn mowing. It takes approximately 5 hours on the mower plus 1.5 hour with the push mower to complete the full ground.
- The gardening is also done by volunteers, the previous caretaker has recently retired.
- At the start of the village there was a move to have everything authentic and untreated wood was used; the price is now being paid.
- Funders are now requesting a Property Maintenance report, TOI is currently waiting for an updated report, in the hopes of being able to replace the weatherboards, windows and paint.
- Recently a window was being replaced which led to many other issues and it is difficult to explain to funders that it could cost \$100 or \$1,000.
- There are many local businesses who support Pioneer Village with free or discounted products and/or services.

Two members of the public joined the forum.

- Covid-19 made business difficult for Pioneer Village, the wages were covered by the wage subsidy, however the Café suffered the most. The Village was previously getting \$30,000 from the café, but since Covid that has dropped to \$20,000.

- The cost of insurance has risen from \$9,000 pa to \$20,000pa, with four buildings insured.
- The cost of license for the train is \$800 per year plus GST. Waka Kotahi also performs an audit, which was previously free but now costs \$4,500. Through negotiations this was dropped to \$900.
- If the gage of the train track reduced by 50mm the train could come under Council entertainment.

The Communications Manager and the Executive Assistant & Committee Advisor joined the forum.

- 80 percent of the visitors who go through Pioneer Village are from Taranaki.

Questions/Points of Clarification:

- Councillor Boyde questioned if the summary of the survey is able to be sent to Councillors. Mr Campbell noted that could be arranged.

The District Mayor thanked Mr Campbell for coming and that Council will be in touch.

The meeting closed at 3.34.

N C Volzke
Chairman

Confirmed this 10th day of October 2023.

N C Volzke
District Mayor

MINUTES

Farm and Aerodrome Committee



F22/55/05– D23/40080

Date: Tuesday 19 September 2023 at 12noon
Venue: Council Chambers, 63 Miranda Street, Stratford

Present

Councillor G W Boyde (the Chairman), the District Mayor N C Volzke, Councillors S J Beck and V R Jones, and Committee Member, the Property Officer – Mrs S Flight.

In attendance

The Deputy Mayor M McKay, Councillors E E Hall and W J Sandford, the Chief Executive – Mr S Hanne, the Director – Assets – Mrs V Araba, the Director – Environmental Services – Mr B Sutherland, the Acting Director – Community Services – Mr C Julie, the Corporate Accountant – Mrs C Craig, the Information Management Officer – Mr O Konkin, the Sustainability Advisor – Ms V Dombroski, the HR & Governance Administrator – Mrs C Reynolds,

1. Welcome

The Chairman welcomed the Mayor, Deputy Mayor, Chief Executive, Councillors, and staff.

1.1 Opening Karakia D21/40748 Page 6

The opening karakia was read.

1.2 Health and Safety Message D21/26210 Page 7

The Chairman reiterated the health and safety message and emergency procedures.

2. Apologies

An apology was noted from Councillors Annette Dudley, Amanda Harris, Clive Tongaawhikau, the Director Corporate Services – Mrs T Radich, Mr J Buckley (consultant), Mrs F Riddick (sharemilker), Mr A Riddick (sharemilker).

3. Announcements

There were no announcements.

4. Declarations of Members Interest

The Chairman requested Councillors to declare any real or perceived conflicts of interest relating to items on this agenda. There were no declarations of interest.

5. Attendance Schedule

The attendance schedule for Farm & Aerodrome Committee meetings was attached.

6. Confirmation of Minutes

6.1 Farm and Aerodrome Committee Meeting – 20 June 2023
D23/27406 Page 8

Recommendation

THAT the confirmed minutes of the Farm and Aerodrome Committee Meeting held on Tuesday 20 June 2023 confirmed as a true and accurate record.

BOYDE/JONES
Carried
F&A/23/22

7. Matters Outstanding
D20/11504 Page 13

Recommendation

THAT the matters outstanding be received.

BECK/BOYDE
Carried
F&A/23/23

8. Programme of Works
D20/28552 Page 14

Recommendation

THAT the Programme of Works be received.

JONES/BECK
Carried
F&A/23/24

- It was noted the recommendation for the Committee Strategic Review is to schedule a workshop at December's meeting, following that if a decision report is needed that would be presented in the March meeting. There was no opposition to this.

9. Quarterly Report – Risk Review
D23/35700 Page 15

Recommendation

THAT the report be received.

BOYDE/VOLZKE
Carried
F&A/23/25

Recommended Reason

To update the Farm and Aerodrome Committee of changes to both the Farm and Aerodrome Risk Registers and advise the Committee of any incidents in relation to the identified risks.

10. Quarterly Report – Farm and Aerodrome Business and Financial Report
D23/35759 Page 23

Recommendation

THAT the report be received.

JONES/BECK
Carried
F&A/23/26

Recommended Reason

This report provides a quarterly business and financial update to the Farm and Aerodrome Committee. It highlights the milk production from the current season at the farm and reports on the key activities at the Aerodrome.

The Property Officer noted the following points:

- Since the Agenda was created an updated Tiaki Farm Environment Plan has been received with the following updates:
 - Page 37 under land and soil management, the winter cropping management plan has been updated from action to achieved as there has been no cropping near waterways
 - Page 38 under water use & irrigation management, this is now N/A.

Points noted in discussion:

- The Chairman requested that the Sharemilkers meeting in January be pushed out to February to allow for farm timings.
- The Chairman noted it is great to see an updated Tiaki report, and that many farms do not yet even have a report.
- The Chairman questioned why Hazardous substances is still an action in the Tiaki report, as there is now a shed at the farm for hazardous substances. It was advised the chemicals will be moved to the shed after calving and then the report will be updated to achieved.
- Councillor Jones questioned how the farm was going. It was noted production was currently 1,217 milk solids behind time last year, however this is currently going up 40 milk solids per day.
- The Chairman noted page 32 showed a maize vs in shed comparison with in shed feed being far cheaper. He advised for the past six years farm has been growing maize as part of getting paddocks fit for purpose in the new block of land. Now that the paddocks are complete excluding a few troughs, the in shed feed costs will be a saving of 16 cents per kgdm.
- The District Mayor noted it is good to see the new hangar is complete, that it looks smart and tidy. He questioned if there is an intention to review ground lease given the extra space they are now using or will this wait until the next review date? It was confirmed the new hangar is on a separate lease these are now four separate leases for the aero club.
- The Deputy Mayor questioned if the maize no longer being grown is for the whole property or only the new block of the farm, as on page 59 it mentions maize in the land and soil overview. It was noted that it related to the whole farm and the report will be updated in the future now the decision has been made to stop using maize.

11. Quarterly Report – Health and Safety Update
D23/35702 Page 96

Recommendation

THAT the report be received.

BECK/BOYDE
Carried
F&A/23/27

The Property Officer noted the following points:

- The introduction of the Information Management Officer who will be moving into the role of Health and Safety/ Emergency Management Advisor early October.

12. Questions

- Councillor Jones questioned if the Sharemilkers had any concerns with the 2023/24 season the committee needs to be aware of. It was noted no particular concerns of note, just farm concerns around payout and expenses.
- The Chairman noted fertiliser costs had been reviewed and the decisions made four or five years ago around fertilising particular paddocks are helping with pulling back costs now.
- Councillor Beck questioned what the total amount works out to be for in shed feed. It was estimated the summer in shed cost would be \$9,600. Councillor Beck requested the amount of savings from in shed compared to maize. It was estimated the savings would be \$3,200.

13. Closing Karakia

D21/40748 Page 99

The closing karakia was read.

The meeting closed at 12.19pm

G W Boyde
Chairman

Confirmed this 5th day of December 2023.

N C Volzke
District Mayor

MINUTES

Audit and Risk Committee



F22/55/06 – D23/41071

Date: Tuesday 19 September 2023 at 2.00pm
Venue: Council Chambers, 63 Miranda Street, Stratford

Present

Mr P Jones (the Chair), the District Mayor N C Volzke, the Deputy Mayor M McKay, Councillors: G W Boyde, J M S Erwood and V R Jones

In attendance

Councillors: S J Beck, E E Hall and W J Sandford

The Chief Executive – Mr S Hanne, the Director – Assets – Mrs V Araba, the Director – Environmental Services – Mr B Sutherland, the Acting Director – Community Services – Mr C Julie, the Acting Director – Corporate Services – Mr B Coles, the Committee Advisor and Executive Assistant – Mrs E Bishop, the Roding Asset Manager – Mr S Bowden, the Project Manager – Mr S Taylor, the Corporate Accountant – Mrs C Craig, the Communications Manager – Ms G Gibson, the Asset Management Coordinator – Mrs N McLeod (*part meeting*), the GIS Officer – Mr G Clarivette (*part meeting*) and the Sustainability Advisor – Ms V Dombroski (*part meeting*)

1. Welcome

The opening karakia was read.

The Chair welcomed the District Mayor, Councillors, staff and the media to the meeting.

The Chair reiterated the health and safety message and emergency procedures.

2. Apologies

Apologies were noted from Councillor A M C Dudley, A K Harris and C M Tongaawhikau and the Director – Corporate Services – Mrs T Radich.

3. Announcements

There were no announcements.

4. Declarations of Members Interest

The Chair requested councillors to declare any real or perceived conflicts of interest relating to items on this agenda.

There were no declarations of interest relating to items on this agenda.

5. Attendance Schedule

The attendance schedule for Audit and Risk Committee meetings was attached.

6. Programme of Works

D21/42807

Page 11

Recommendation

THAT the Audit and Risk Committee's rolling programme of works up to the end of 2023 be received.

P JONES/VOLZKE

Carried
A&R/23/36

The Chairman requested that three water reforms be added to the programme of works so that as council gets more certainty any changes or arising risks are brought to this committee on an as needed basis. There will be some significant changes to the risk profile around three waters.

7. Confirmation of Minutes

7.1 Audit and Risk Committee – 18 July 2023

D23/31366 (Open) and D23/31043 (PE)

Page 12

Recommendation

THAT the minutes of the Audit and Risk Meeting of Council held on Tuesday 18 July 2023 be confirmed as a true and accurate record.

BOYDE/ERWOOD

Carried
A&R/23/37

8. Matters Outstanding

D18/27474

Page 23

Recommendation

THAT the matters outstanding be received.

P JONES/BOYDE

Carried
A&R/23/38

It was noted that the workshop to discuss the Treasury Policy would be held prior to the Audit and Risk Meeting in November.

9. Information Report – Health and Safety
D23/39038 Page 24

Recommendation

THAT the report be received.

P JONES/McKAY
Carried
A&R/23/39

The Chief Executive noted the following points:

- The contact with electricity incident happened at the Percy Thomson Gallery, this has been reported to Worksafe. Based on council's investigations Worksafe did not see the need to insert themselves into the investigation, it was good to note that a proper ladder with a guard was being used.
- Aggressive customers is an on-going problem.
- There will be a stand-up civil defence training organised when the new software for the regional civil defence system is available.

10. Information Report – Critical Assets Replacement
D23/32413 Page 27

Recommendation

THAT the report be received.

McKAY/BOYDE
Carried
A&R/23/40

Recommended Reason

To present a report on critical assets nearing the end of their lives and the costs associated with renewing them.

The Communications Manager joined the meeting at 2.09pm.

The Director – Assets noted the following points:

- This report looks at \$53 million worth of assets that are in the last 10% of their life, or 90% of consumed life.
- As funding is allocated for renewal officers can prioritise the assets based on how critical they are and which ones have the greatest consequence from a failure. Additional funding can be used for building resilience as was gained with the second trunk main.
- This data has been taken from Asset Finda which is validated, current and correct which is important with water as officers rely on the data. Roading data is stored within the RAMM database, but it is easier to visibly see when a road is failing.

The Sustainability Advisor joined the meeting at 2.11pm.

Questions/Points of Clarification:

- It was clarified that table 2, page 35, is critical work that has been identified as needing to be done in the next 10 years. As funding is available then work will be prioritised. It was noted that some assets outlive their asset life and as they get old they have intensive management on them with more inspections.
- The District Mayor noted there were some items on the list that literally only look after one property, such as the bridge on Lower Kohuratahi Road. He noted these have been maintained and looked after for years but wondered if council had to have a real think about committing funding to this when it is the equivalent to a year's roading budget and only servicing one or two properties. He asked when

the time would come to look at alternative options, alternative access or alternative funding and noted he did not want to see this list become an automatic work list. The Chief Executive noted that these will be brought to council as part of the Long Term Plan budget discussions and that they will remain on the list until a way is found to remove them. Legal reviews have been obtained on replacing roads council has maintained over time and leading on from that it is important to highlight any likely funding obligation to councillors.

- The Chairman noted that water assets were predominately assessed by age as it is impracticable to get good condition information with the exception of wastewater assets. This is an issue that needs to be considered by council as one of the concerns is the asset may not last as long as expected based on condition. He asked if there was a way of doing samples and investigation to get that data? Mr Hanne noted that life expectancy is a local life expectancy as officers judge the behaviour of these pipes. Most pipes were laid at the same time, from the same batch and are sitting on the same material. The material that is held in Stratford allows officers to get assets back running without a major disruption.
- Councillor Hall questioned if depreciation had been fully funded for the lifetime of these assets would the required funding of \$5.6 million be there in case of a failure? It was clarified that the depreciation 20 years ago is not the same amount as it is now as revaluations are undertaken every three years as the costs of replacements increased. The Chair noted there was no legal obligation to fund depreciation but there was a legal obligation to have a balanced budget and a requirement to act prudently when managing income and revenue including how renewals will be funded. These obligations are further complicated by prudence regulations for budgets.

11. Information Report – Capital Works Programme – Key Projects Update – September 2023

D23/38007 Page 44

Recommendation

THAT the report be received.

ERWOOD/V JONES
Carried
A&R/23/41

Recommended Reason

To present an update on the progress of our key capital projects in the 2022/23 financial year.

The Asset Management Coordinator left the meeting at 2.26pm.

Questions/Points of Clarification:

- It was clarified that the colours in the spreadsheet are based on timeframes and if it is likely to be delivered in this financial year. The risk level was based on council's matrix for risk.
- It was clarified that the likelihood of completion assumptions were based on the ability to deliver within timeframes, but that officers are still experiencing higher costs with engineering estimates and low numbers of tenders being received making it a non-competitive market. It was too early to tell if budgets were sufficient but as projects progress the table will change colour if a project is impacted by costs. Some projects may have the scope changed to fit the budget, others do not allow for any change.
- It was clarified that the project at the Dawson Falls carpark was to build a footpath from the lodge to the Dawson Falls track as a result of a safety audit completed by DOC a few years ago and the concern about pedestrians walking on the road. It is red as DOC want a biodiversity plan. As a special purpose road it is fully funded by Waka Kotahi. The District Mayor noted that Waka Kotahi had contemplated returning this road to council which would remove its special road status, he noted if the status changed council would not be willing to put in its share for this work.
- It was clarified the budget for the Midhirst Resource Consent was an estimate as it is unknown at the time what will be required in terms of reports. In this instance it looks like it will come well under budget as good discussions have been held with iwi and Ngāti Ruanui will be preparing a statement on behalf of all iwi connected to the stream which will be sufficient for the Taranaki Regional Council to issue the renewal. A freshwater biologist has also already completed an assessment. This is capital works, so if the funds are not required they will not be borrowed.

- Councillor Boyde questioned what was holding up work on the round-a-bouts and asked if Waka Kotahi were not coming to the party for any costs? The Roading Assets Manager noted that there were a few things required for the round-a-bout upgrades including modelling to determine traffic flow for the pedestrian crossings. It was noted that Waka Kotahi see these as council's assets and were unlikely to provide funding for an upgrade. The District Mayor noted that as these sat on state highways they were most definitely a Waka Kotahi asset and they should be looking after their assets. Mr Bowden noted they will not pay for beautification of a community amenity but that they could function as just concrete. It was clarified that this was regarding the middle of the round-a-bouts, stonework walls and the hedges in the round-a-bouts. Councillor Sandford noted that due to the amount of complaints received about the round-a-bouts a flat concrete round-a-bout could be the answer.

The GIS Officer and Projects Manager left the meeting at 2.43pm.

12. Information Report – Audit Matters Outstanding – Deloitte Annual Audit
D23/37598 Page 59

Recommendation

THAT the report be received.

P JONES/McKAY
Carried
A&R/23/42

Recommended Reason

This report informs the Committee of the issues identified in the final Deloitte Audit Management Report for the 2021/22 Annual Report and, summarising the actions that have or intend to be taken by Council officers to respond to audit recommendations with respect to each issue raised.

Points noted in discussion:

- Councillor Boyde noted council's frustration with the costings of audit and that he could not see how it could be sustainable especially with the added time spent by council staff on this work. He noted his preference to have audits moved to every couple of years.
- The District Mayor noted that the progress to date was already in excess of the inflated hours in the proposal.
- Councillor Boyde questioned if there were issues internally? He noted South Taranaki District Council was paying a lower fee. Mr Hanne noted that Deloitte's had justified their hours as a result of changing auditors, changing legislation and internal council processes. When questioned on this they have been unable to deliver details regarding the council processes quoted and offered to remove the references to council processes. He noted the spreadsheet compared by the Director – Corporate Services comparing audit fees against council budgets, per capita and other factors, had Stratford on top in every scenario. He acknowledged that the same number of transactions are tested for a smaller council as at a larger council, but that our ratepayers were paying \$25 per capita for the audit where as Hasting's ratepayers were paying \$2.5 per capita.
- The Chairman noted that the accounting standards are continuing to increase so the complexity of what is required to be produced keeps going up and up. As a result of this audit standards go up and up. He felt a lesser threshold and to fix the accounting standards was what was needed. Auditors have become very risk adverse because of previous mistakes.
- Councillor Boyde asked what value was received from the audit? The Chairman questioned what the value was in the Long Term Plan when there is no requirement to have anything in there about three waters after the transition date, therefore what will the plan and subsequent audit look like? He felt there was more debate coming regarding the audit of the Long Term Plan as how can it be audited with that amount of uncertainty.
- Mr Hanne noted that council has written to the Office of the Auditor General (OAG), met with representatives from the OAG and was working with the whole sector on engagement with the OAG. He noted that the OAG was quite clear that audit engagement should be a negotiation and half of councils did not realise this should be a negotiation process. Some councils had noted they were able

to get a 10% discount from their auditors, however it would be better to reduce the fee by improving the process and time spent on the audit.

- Councillor Boyde noted there were pressures on councils everywhere and the cost of audit is part of this. He was looking forward to a breakdown so that the cost per ratepayer can be seen and noted it was fundamentally important to ensure our community knows it is out of councils hands. It was requested that the Chief Executive circulate the comparison table of audit fees and cost per ratepayer.

13. Information Report – Risk Management (update)

D23/38263

Page 76

Recommendation

THAT the report be received.

V JONES/ERWOOD

Carried

A&R/23/43

Recommended Reason

To provide an update to the Audit and Risk Committee of any significant risks and any incidents or threats in relation to significant risks on Council's risk register from the previous quarter.

Questions/Points of Clarification:

- It was noted various processes had been enacted for cyber protection.
- It was noted that the date for the Affordable Waters Transition for Entity D had been confirmed as 1 April 2025.

14. Decision Report – Approve draft Annual Report 2022/23

D23/37754

Page 94

Recommendations

1. THAT the report be received.
2. THAT the **draft** Annual Report 2022/23 be approved, pending any audit changes or further amendments.

P JONES/BOYDE

Carried

A&R/23/44

Recommended Reason

The Committee is tasked with providing oversight of compliance with statutory responsibilities relating to financial and other requirements, and reviewing the external annual audit findings.

The Corporate Accountant noted officers were still working through requests for further information from auditors. A meeting is scheduled for Thursday to receive an update on the Annual Report. No changes had been received that would change the draft report presented.

Questions/Points of Clarification:

- Councillor Jones noted there was an error on the table on page 223 (page 122 of Annual Report) for his remuneration.

The Sustainability Advisor left the meeting at 3.10pm.

- Page 222 (page 121 of Annual Report) – amend Resource Management Act 1919 to 1991
- Councillor Jones felt the work on State Highway 43 should not be mentioned in the Annual Report as it was a project that had nothing to do with council – it needs to be clear that the work is not undertaken nor funded by council. The District Mayor noted council had lead a strong advocacy role for this work

to happen and while council was not the owner or service provider of the highway but in terms of a single asset this is one that council has spent more time advocating for over the past 60 years than any other asset.

15. Correspondence

15.1 2023 LGFA Annual Report Page 244

15.2 LGFA – An Explanation of Council Borrowing from LGFA and LGFA Guarantee Page 246

The Roding Asset Manager left the meeting at 3.15pm.

- It was explained that the only organisations that can borrow from the LGFA is Local Authorities and Council Controlled Organisations as that is how it has been set up as the ratepayers secure the loan. Therefore the water entities could not borrow from LGFA. It was further explained if the security failed then LGFA would fail. If a council could not pay its debt then as part of the loan documentation and debenture then a commission can be appointed to set a targeted rate to repay the debt. The commissioner/council also has the ability to sell properties if required. The District Mayor further clarified that councils and ratepayers are one and the same.

16. General Business

There was no general business.

17. Questions

There were no questions.

18. Resolution to Exclude the Public

RECOMMENDATION

THAT the public be excluded from the following parts of the proceedings of this meeting, namely:

Agenda Item No: 19

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution to each matter	Grounds under section 48(1) for the passing of this resolution
Cyber Risk Prevention	The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 and section 7 of the Act - specifically Section 7(2)(b)(ii). (Section 48(1)(a) Local Government Official Information and Meetings Act 1987.

McKAY/ERWOOD
Carried
A&R/23/45

19. Public Excluded Item

Recommendation

THAT the open meeting resume.

McKAY/BOYDE
Carried
A&R/23/47

20. Closing karakia

D21/40748 Page 257

The closing karakia was read.

The meeting closed at 3.52pm.

P Jones
Chairman

Confirmed this 21st day of November 2023.

N C Volzke
District Mayor

MINUTES

Policy and Services Committee



F22/55/05 – D23/41569

Date: Tuesday 26 September 2023 at 3.00PM
Venue: Council Chambers, 63 Miranda Street, Stratford

Present

The Deputy Mayor M McKay (the Chairperson), the District Mayor N C Volzke, Councillors: S J Beck, G W Boyde, A M C Dudley, J M S Erwood,, A K Harris, E E Hall, V R Jones, W J Sandford, C M Tongaawhikau and M J Watt

In attendance

The Chief Executive – Mr S Hanne, the Director – Corporate Services – Mrs T Radich, the Acting Director – Assets – Mr S Bowden, the Committee Advisor and Executive Assistant – Mrs E Bishop, the Communications Manager – Ms G Gibson, the Projects Manager – Mr S Taylor (*part meeting*), the Parks and Reserves Officers – Mrs M McBain (*part meeting*), the Property Officer – Mrs S Flight (*part meeting*), the Environmental Health Manager – Ms R Otter (*part meeting*), the Sustainability Advisor – Ms V Dombroski (*part meeting*) and the Project Engineer – Mr O Mabumbo (*part meeting*).

Via Audio/Visual Link: Stacey Hitchcock and Brylee Flutey (Venture Taranaki (part meeting))

1. Welcome

The District Mayor welcomed Elected Members, members of the public, staff and the media to the meeting.

The opening karakia was read.

The District Mayor reiterated the health and safety message and emergency procedures.

2. Apologies

Apologies were noted from the Director – Assets - Mrs V Araba, the Director – Environmental Services – Mr B Sutherland and the Acting – Director – Community Services – Mr C Julie.

3. Announcements

There were no announcements.

4. Declarations of members interest

Elected members were asked to declare any real or perceived conflicts of interest relating to items on this agenda.

The District Mayor declared an interest in item 12 – Draft Beauty Therapy, Tattooing and Skin Piercing Bylaw 2023 and Code of Practice.

Councillor Erwood noted he had discussed a potential conflict of interest for item 11 with the Chair and Chief Executive and it was not believed there was a conflict.

5. Attendance Schedule

The Attendance schedule for Policy and Services Committee meetings, including Hearings, was attached.

6. Confirmation of Minutes

6.1 Policy and Services Committee –22 August 2023
D23/35474 Page 11

Recommendation

THAT the minutes of the Policy and Services Committee Meeting held on Tuesday 22 August 2023 be confirmed as a true and accurate record.

DUDLEY/BOYDE
Carried
P&S/23/131

7. Matters Outstanding

D16/47 Page 23

Recommendation

THAT the Matters Outstanding be received.

WATT/ERWOOD
Carried
P&S/23/132

The Chief Executive noted the further discussions have been held regarding the issue with numbering on Arial Street.

8. Information Report – Economic Development Quarterly Report – Quarter Four

D23/39383 Page 24

Recommendation

THAT the report be received.

HALL/JONES
Carried
P&S/23/133

Stacey Hitchcock and Brylee Flutey presented on the Venture Taranaki Quarter 4 report. There were three highlights to note:

- Branching out was launched last quarter and a specialised education programme has been developed as part of this with eight schools across the region being involved, including one from Stratford.
- The quarter saw the end of the three year Visitor Futures programme which saw developments such as the Coastal Arts Trail and the Trip-to-app.
- A pilot was launched during Quarter 4 for Investment Clinics. These have an investment advisor to discuss start-ups and capital growth and help realise opportunities. More information on these will follow.

Points noted in discussion:

- The Chair noted how good it was to see some real outcomes coming out of the work being undertaken by Venture Taranaki.

9. Decision Report – Policy Reviews – September 2023
D23/40072 Page 54

Recommendations

1. THAT the report be received.

DUDLEY/VOLZKE
Carried
P&S/23/134

2. THAT the attached, updated policies, being the:

- Sensitive Expenditure Policy (*with an amendment to \$60 for dinner in clause 6 Meals/Alcohol*)
- Pegging and maintenance of Roads and Bridges Policy

be adopted.

HARRIS/BOYDE
Carried
P&S/23/135

Recommended Reason

This is part of council's rolling review of policies. Policies require review from time to time to ensure they still reflect current legislation and best practice, as well as elected members' views and meet the business needs of the organisation. Any policies recommended for withdrawal have either been found to be not required, amalgamated into an existing policy or replaced by a new policy as outlined in the body of this report.

The Chief Executive noted the following points:

Sensitive Expenditure

- It is best practice to have a sensitive expenditure policy for both auditors and staff to know what they should and shouldn't be doing.
- This review has seen a change to the amount of Koha and the addition for fuel cards, rental cars and professional membership as there are no formal policies regarding these.
- A few clauses were amended to refer back to the standalone policy that governs that area.

Questions/Points of Clarification:

- It was clarified there are approximately 65 FTE staff members at the moment, being approximately 100 in total when including casual and part time hours. Councillor Boyde noted the social club contribution could be increased to help recognise the work that staff do. Mr Hanne noted there were a number of initiatives in terms of wellbeing for staff that benefit all staff rather than the social club which is an opt in group.
- It was agreed to increase the limit for dinner (clause 6.1 Meals/Alcohol) to \$60 to recognise rising costs.
- It was noted that the reporting requirements for the Annual Report override the privacy act in regards to the disclosure of any severance pay. The number of employees and the total amount of severance payments need to be disclosed. The District Mayor noted his concern that this could lead to identifying specific persons in such a small council.
- It was clarified that there is a personal element of wearing clothes that council has paid for, so the uniform policy states when and where this can be worn.
- It was clarified the reason for disclosing gifts received via the gift register and to a manager is to ensure there is open and transparent communication regarding the gift.

Pegging and Maintenance of Roads and Bridges

- This policy defines where a council maintained road stops and a paper road begins. Legal opinions state where council has spent any money on a road then it has an obligation to maintain it.
- It was clarified that this policy does not determine where the pegs are located.

The District Mayor left the table at 3.25pm.

10. Decision Report – Draft Beauty Therapy, Tattooing and Skin Piercing Bylaw 2023 and Code of Practice

D23/4453 Page 67

<p>Recommendations</p> <p>1. <u>THAT</u> the report be received.</p> <p style="text-align: right;">DUDLEY/WATT <u>Carried</u> <u>P&S/23/136</u></p> <p>2. <u>THAT</u> the recommended changes to the <i>draft</i> Beauty Therapy, Tattooing and Skin Piercing Bylaw 2023 and Code of Practice be approved.</p> <p>3. <u>THAT</u> the <i>draft</i> Beauty Therapy, Tattooing and Skin Piercing Bylaw 2023, the Code of Practice and statement of proposal be released for public consultation on 10 October 2023.</p> <p style="text-align: right;">TONGAAWHIKAU/HALL <u>Carried</u> <u>P&S/23/137</u></p> <p>Recommended Reason</p> <p>The recommendation of the Council is required to initiate the public consultation process required by sections 82 and 83 of the Local Government Act 2002 on the <i>draft</i> Beauty Therapy, Tattooing and Skin Piercing Bylaw 2023 and Code of Practice.</p>

The Environmental Health Manager noted the following points:

- This bylaw has been working well since its initial adoption.
- There are a few updates to the New Zealand standards but the changes do not have a significant impact on current operators.
- The Code of Practice expects work to be completed to a high level of hygiene, however operators can show council officers alternatives to the New Zealand standards as long as they can prove it will have the same outcome.

Questions/Points of Clarification:

- It was noted that the spelling correction for page 77, *Electroylsis* to *Electrolysis*, had not been done.
- It was clarified that massage was not required to be registered as this bylaw covers where there is a risk of breaking the skin. Councillor Dudley noted that the biggest claim for the ACC injuries were the massages, if people were not doing these properly then maybe they should be regulated as well. Ms Otter noted if a complaint is received regarding a massage business then this bylaw does allow council to register them because of the complaint and monitor them. Ms Otter noted there was a flow chart in the bylaw for businesses to see if they are required to be registered or not.
- Ms Otter clarified that when the bylaw was first enacted officers discussed it with all operators and went through a robust process to see what they wanted as part of the bylaw. Prior to this review all operators were contacted to ask what was working well, what wasn't and if there were any recommendations. There were no responses. Officers sit down and go through the procedures and expectations for reviews with any new applicants.
- Councillor Dudley noted operators she had spoken with liked having the regulations in place.

The District Mayor re-joined the meeting at 3.33pm.

11. Decision Report – Collaborating for Active Spaces and Places Framework
D23/40130 Page 143

<p>Recommendations</p> <p>1. <u>THAT</u> the report be received.</p> <p>2. <u>THAT</u> the Council adopts the <i>Collaborating for Active Spaces and Places Framework</i> to guide future decision making.</p> <p>3. <u>THAT</u> the Council approves to make a fair share contribution to the Taranaki Facilities Consortium of approximately \$5,500.</p> <p>Recommended Reason Adoption of the framework will allow Council to work with all partners to provide recreational facilities that have the capacity to benefit large and diverse areas of the community.</p> <p>The framework provides a clear framework for decision making could increase the transparency to the community around how decisions on major facility expenditure is undertaken.</p>	<p>BOYDE/DUDLEY <u>Carried</u> <u>P&S/23/138</u></p> <p>BOYDE/HALL <u>Carried</u> <u>1 against</u> <u>P&S/23/139</u></p>
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The Projects Manager noted this report followed on from the previous presentation on the Collaborating for Active Spaces and Places framework. The Taranaki Facilities Consortium (TFC) has requested adoption by all councils.

The Chief Executive noted that the TFC had offered to attend the meeting today to answer any further questions but it was felt unnecessary given the recent workshop. If councillors had any issues then the report could be left on the table and representatives brought into answer the questions.

Questions/Points of Clarification:

- Councillor Harris asked the Chief Executive if he perceived any hindrance for council to move forward with a project such as a playground? Mr Hanne noted the threshold of \$50,000 would be more than replacing one piece of play equipment, but felt that the framework created a valuable sounding board and would be a useful tool rather than a hindrance.
- It was clarified that the Taranaki Regional Council did not contribute financially as their rate payers are the same ratepayers as the district councils. Stratford's share equates to 8%.
- Councillor Boyde noted one observation was the disadvantage when the TFC has a different view to what we do.
- Councillor Beck felt the disadvantages (page 147) outweigh the advantages for the Stratford community.
- The Deputy Mayor noted that this was a guideline that should be followed, but council could still proceed if they chose to with a project that was not recommended. It was noted this could impact external funding sources though.

Points noted in discussion:

- The Deputy Mayor noted she likes the idea of the strategy as it gives the region a framework to work within, but also that we can opt out of the framework if it doesn't feel right for our community.
- Councillor Boyde noted he recognised some of the disadvantages but as they did not stop council from doing anything then collectively it is a great idea and will be a better use of the resources for the funders as well.
- Councillor Jones noted there had been no communication from the funders about how much they are backing this strategy and felt they could have a completely different view on this. The Deputy Mayor noted the funders are certainly involved as strategic and organisational leaders. The District Mayor noted that funders had been part of this since day 1 and that the origin of this document was a request from funders.
- The District Mayor noted that it is not a binding document and interest groups will put forward their case and use community or political pressure to do what is expected rather than the recommendation from the TFC. He noted it will be a useful tool in guiding funders.

12. Monthly Reports

12.1 Assets Report D23/37249 Page 167

Recommendation

THAT the report be received.

HARRIS/JOMES
Carried
P&S/23/140

The Acting Director - Assets noted the reported incidents regarding hockey balls causing damage at the War Memorial Centre.

Questions/Points of Clarification:

- Councillor Boyde noted the Synthetic Turf Trust had held a meeting and discussed the nets surrounding the hockey turf. They are looking to increase the fencing all the way around and there are some new plans coming to go back to funders to mitigate the risk.
- Councillor Hall noted the slips on Mangaehu Road once again highlights another example of slash coming down the hill. She noted the footpaths on Cordelia Street look really good and asked how the water mains tenders went? The Projects Manager noted there were about four tenders for that project and confirmed it did come within budget.
- It was clarified that the Waste Minimisation Expo will be held on 28 October and will be a dress rehearsal for a regional expo. It will showcase some of the waste levy fund recipients from the community and give examples of how to empower the community.
- It was clarified that the booking cancellations at the War Memorial Centre were for mixed reasons, costs may prevent people from booking rather than cancelling a booking.
- It was clarified that an architect had been engaged to design the doors for the TET Multi Sports Centre as the current doors were not compliant with the fire safety standards. Architect drawings are required for building consent purposes.
- It was clarified that the hedge removed from Cordelia Street during the footpath upgrade will be replaced with a similar plant, however it will be moved in a little bit to stop it overhanging the footpath.
- Mr Taylor noted that a sample had been sent away of the material used for the Victoria Park drainage and it has raised some concerns. Officers have approached the contractor for feedback and their response is due this week. Stratford and Taranaki cricket have been notified that it is unlikely to be ready for 1 November.
- Councillor Beck noted that two weeks ago councillors requested to view the feedback for the transport choices project. Mr Bowden noted a report was being written for the Ordinary Meeting of Council on 10 October to make some tough decisions on how council will progress. All the information and designs will be with this report. He noted there was not time to hold a workshop prior to this meeting. The Minister has granted an extension by one month for submitting plans and an extra 12 months for construction (30 June 2025).
- Councillor Boyde noted once again the effect forestry and strengthening work is having on council's roading budget. It was clarified that if Waka Kotahi increased their contribution, then council would need to find its share as council has to provide 37%. Councillor Boyde noted his concern that 50% of budgets were being used for damage that was not expected and taking the funds away from other works.
- Councillor Boyde noted there were 27 cows left to calve on the council farm and production is 1% up on the month.

The Projects Manager, Project Engineer, Sustainability Advisor, Property Officer and Parks and Reserve Officer left the meeting at 4.01pm.

12.2 Community Services Report
D23/38454 Page 187

Recommendation

THAT the report be received.

JONES/DUDLEY
Carried
P&S/23/141

The Communications Manager noted the following points:

- Prospero Markets are being held this Saturday and it is looking likely it will be moved indoors.
- There is an International Day of the Older Person event this Friday.
- All the school holiday programmes at the Library and Visitor Information Centre sold out well in advance of the school holidays.

Questions/Points of Clarification:

- Councillor Hall noted there had been 11 funding applications for a total of \$28,113 to round 1 of the creative communities scheme with \$10,932 awarded. There were also two applications for the new festival fund requesting \$7,818 with \$6,800 being granted.
- Councillor Boyde asked who paid for the new afterschool programmes at the Library as some people had alluded to it becoming a babysitting service. Ms Gibson noted these costs are within current budgets with expensive activities being avoided. Mr Hanne noted that these were one off sessions and were not a babysitting service. Charging for activities would mean they were not accessible for all. Materials are generally low cost.
- Councillor Beck noted he had visited the whole Ngaere site for the Eltham Drainage Board and that the network is quite extraordinary. There were a few repairs identified for repair by land owners. The meeting of the board was held yesterday – meetings are twice a year.
- Councillor Jones noted the agm of the TET Stadium Sports Trust was held two weeks ago and Bruce Cleland was elected as president. He noted the drive for the next couple of meetings was understanding the building and sporting requirements and the responsibilities of the trust and council for these.
- It was noted there has been no theme for the Christmas Parade announced yet.
- Councillor Tongaawhikau noted the Kahui Ako Kapa Haka event held on 21 September at the War Memorial Centre will become an annual event. It was good to celebrate diversity in Whakaahurangi and see all the schools involved. The District Mayor asked if the Community Services team could collaborate with the organisers to turn it into a community event with some reinforcement from council. This would help fulfil the community outcome of connectivity and inclusiveness and would also help with widening the audience.
- It was clarified that year to date figures for pool admissions were for the period starting 1 July 2023.

12.3 Environmental Services Report
D23/36267 Page 196

Recommendation

THAT the report be received.

WATT/SANDFORD
Carried
P&S/23/142

Questions/Points of Clarification.

- Councillor Boyde requested confirmation of the total number of letters that were sent to earthquake prone buildings. This will be brought back to the next meeting.

The Environmental Health Manager left the meeting at 4.14pm

12.4 Corporate Services Report
D23/40092 Page 202

Recommendation

THAT the report be received.

HARRIS/ERWOOD
Carried
P&S/23/143

Questions/Points of Clarification:

- Clarification was sought on if dog registration notices were emailed, or if they have the ability to be emailed.
- It was confirmed that computer replacements are completed at five years to avoid failure or regular testing requirements. This is currently being reviewed.

13. Questions

There were no questions.

14. Closing Karakia

D21/40748 Page 215

The closing karakia was read.

The meeting closed at 4.18 pm

M McKay
Chairman

Confirmed this 24th day of October 2023.

N C Volzke
District Mayor



Date: 17 August 2023, 10.30am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 3197741

Present	Councillors	D M McIntyre B Roach N Volzke M Chong	Taranaki Regional Council (<i>Chairperson</i>) South Taranaki District Council (<i>Deputy Chair</i>) Stratford District Council New Plymouth District Council
Attending	Ms Ms Ms Miss Ms Mr Miss Mrs Ms Mr Mrs	A Matthews V McKay K Hope G Cotter V Dombroski P McAmara J Ingram T Hunt L Campbell C Woollin M Jones	Taranaki Regional Council Taranaki Regional Council New Plymouth District Council New Plymouth District Council Stratford District Council Stratford District Council South Taranaki District Council South Taranaki District Council South Taranaki District Council Communications Advisor Taranaki Regional Council

The Taranaki Solid Waste Management Committee opened with at karakia at 10.30am

Apologies: Were received and sustained from M McKay - Stratford District Council, EnviroWaste, H Denton - South Taranaki District Council and M Brough - New Plymouth District Council.

1. Confirmation of Minutes - 25 May 2023

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) took as read and confirmed the minutes and resolutions of the Taranaki Solid Waste Management Committee meeting held at Taranaki Regional Council, 47 Cloten Road, Stratford, on Thursday 25 May 2023 at 10.30am
- b) noted that the unconfirmed minutes of the Taranaki Solid Waste Management Committee held at the Taranaki Regional Council, 47 Cloten Road, Stratford on Thursday 25 May 2023 have been circulated to the New Plymouth District Council, Stratford District Council and South Taranaki District Council for receipt and information.

Roach/Chong

2. Regional Waste Minimisation Officer's Activity Report - August 2023

- 2.1 Miss G Cotter, New Plymouth District Council, spoke to the memorandum updating the Committee on significant activities undertaken by the Regional Waste Minimisation Officer (RWMO), in collaboration with the district council officers of New Plymouth District Council, South Taranaki District Council and Stratford District Council.

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) received the memorandum *Regional waste minimisation Officer's Activity Report - August 2023*
- b) noted the activities of the Regional Waste Minimisation Officer and district councils.

Volzke/Roach

3. Waste Management and Minimisation Plan Regional Annual KPI Summary

- 3.1 Miss G Cotter, New Plymouth District Council, spoke to the memorandum to provide the committee with an update of the waste management and minimisation plan regional KPI summary

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) received the memorandum *Waste Management and Minimisation Plan Regional KPI summary 2022/2023*.

McIntyre/Roach

4. Summary of Cabinet Papers for Proposed Replacement of Waste Minimisation Act

- 4.1 Ms K Hope, New Plymouth District Council, spoke to the memorandum to provide the committee with a summary of the cabinet papers for the proposed Replacement of the Waste Minimisation Act.

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) received the memorandum *Summary of Cabinet Papers for Proposed Replacement of Waste Minimisation Act.*

Volzke/Roach

5. Draft Waste Management and Minimisation Plans

- 5.1 Miss K Hope, New Plymouth District Council, spoke to the memorandum to update the Committee on the Draft Waste Management and Minimisation Plans for New Plymouth District Council, Stratford District Council and South Taranaki District Council.

Resolved

That the Taranaki Solid Waste Management Committee of the Taranaki Regional Council:

- a) received the memorandum *Draft Waste Management and Minimisation Plans.*

Roach/McIntyre

There being no further business, Committee Chairperson, D M McIntyre declared the meeting of the Taranaki Solid Waste Management Committee closed at 11.54am

Taranaki Regional

Council Chairperson: _____

D M McIntyre (Chairperson)



Date: 6 September 2023, 10.30am
Venue: Taranaki Regional Council Boardroom, 47 Cloten Road, Stratford
Document: 3203435

Present		A L Jamieson	Taranaki Regional Council (<i>Chairperson</i>)
		M J Cloke	Taranaki Regional Council (<i>Deputy Chairperson</i>)
		N Volzke	Mayor - Stratford District Council
		P Nixon	Mayor - South Taranaki District Council
		H Duynhoven	New Plymouth District Council
		L Stewart	Waka Kotahi NZ Transport Agency
Attending	Mrs	C Littlewood	Taranaki Regional Council
	Mrs	A Harris	Stratford District Council
	Mr	S Bowden	Stratford District Council
	Mr	R Leitao	New Plymouth District Council
	Mr	R Sharma	South Taranaki District Council
	Mr	V Lim	South Taranaki District Council
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Mr	A Hodgson	Kiwi Rail
	Mr	A Piper	Kiwi Rail
	Ms	F Ritson	Taranaki Regional Council
	Mr	R Broad	Automobile Association
	Mr	A Gurney	New Zealand Police
	Mr	R O'Keefe	New Zealand Police
	Miss	N Chadwick	Taranaki Regional Council
	Ms	C Gazley	Taranaki Regional Council
	Ms	L Hawkins	Taranaki Regional Council
	Mrs	M Jones	Governance Administrator

Two Members of the Public Attended

1. Confirmation of Minutes Regional Transport Committee – 8 June 2023

Resolved

That the Taranaki Regional Transport Committee:

- a) took as read and confirmed the minutes of the Taranaki Regional Transport Committee meeting held at 47 Cloten Road, Stratford on Wednesday 8 June 2023 at 10.30am
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Committee held at 47 Cloten Street, Stratford on Wednesday 8 June 2023 at 10.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Cloke/Nixon

2. Regional Transport Advisory Group Minutes – 12 July 2023 and 16 August 2023

Resolved

That the Taranaki Regional Transport Committee:

- a) took as read the minutes of the Taranaki Regional Transport Advisory Group meeting held at 47 Cloten Road, Stratford on 12 July 2023 and 16 August 2023
- b) noted that the unconfirmed minutes of the Taranaki Regional Transport Advisory Group held at 47 Cloten Street, Stratford on 5 April and the unconfirmed minutes 24 May 2023, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Cloke/Volzke

3. Participation of Advisory Group (Non-Voting) on the Regional Transport Committee

- 3.1 Miss N Chadwick, Taranaki Regional Council, spoke to the memorandum to get some clear direction from the committee on advisory members to the committee and their roles and responsibilities.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the *Participation of Advisory Members (Non-voting) on the Regional Transport Committee* memorandum
- b) noted and considered the options available for the inclusion of Advisory Members (non-voting) at either the RTC or RTAG meetings
- c) requested that a paper be presented to the next committee meeting outlining proposed advisory members for the RTC and RTAG would look like
- d) noted that Advisory Members will have speaking rights at meetings but no voting rights and noted that any other stakeholders only have the speaking rights permitted under Standing Orders.

- e) determined that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- f) determined that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Cloke/Nixon

4. Correspondence and Information Items

- 4.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum **to** provide an update on correspondence and information items since the last meeting.

Resolved

That the Taranaki Regional Transport Committee:

- a) received and noted for information purposes the release of a Aotearoa New Zealand Freight and Supply Chain Strategy
- b) agreed that the Ministry of Transport is invited to present to the Committee on the national Freight and Supply Chain Strategy with a focus on the role of the Taranaki region
- c) received and noted for information purposes the correspondence received from the New Zealand Automobile Association regarding road maintenance funding.

Jamieson/Cloke

5. Regional Land Transport Review

- 5.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum to provide an update on the mid-term review of the Regional Land Transport Review.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled, *Regional Land Transport Plan review*
- b) received and approved, subject to any changes requested by the Committee, the proposed amendments to the guiding strategic framework of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*
- c) noted the range of documents guiding the proposed amendments
- d) endorsed the approach for a high-level submission, covering those points contained in this memo, on the *draft Government Policy Statement on Land Transport 2024* to be prepared on behalf of the Regional Transport Committee for submission by the due date of 15 September 2023
- e) noted the planned process timeline for completing the mid-term review of the *Regional Land Transport Plan for Taranaki 2021/22-2026/27*

- f) endorsed the funding from central government as outlined in the *draft Government Policy Statement on Land Transport 2024*
- g) requested a letter be sent to the Ministry of Transport requesting an extension to the process timeline

Volzke/Duynhoven

- h) determined that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- i) determined that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Duynhoven/Cloke

6. Kiwi Rail Presentation

- 6.1 Mr A Hodgson and Mr A Piper, Kiwi Rail, gave a PowerPoint presentation providing the committee with an update on rail service within the Taranaki Region.

7. Waka Kotahi Update

- 7.1 Ms Linda Stewart – Waka Kotahi, spoke to the memorandum and gave PowerPoint presentations to provide updates Regional and national activities.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the updates and presentation provided by Waka Kotahi New Zealand Transport Agency.

Cloke/Nixon

8. Regional Speed Management Plan

- 8.1 Ms F Ritson, Taranaki Regional Council, spoke to the memorandum to update the Committee to seek their support to consult on the local speed management plans (SMPs) in the region, known collectively as the Regional Speed Management Plan (RSMP).

Resolved:

That the Taranaki Regional Transport Committee:

- a) received the memorandum titled, *Regional Speed Management Plan*
- b) noted the update provided on speed management planning in the region
- c) supported the combined release of local speed management plans in the region (known collectively as the Regional Speed Management Plan) for public consultation

- d) determined that this decision be recognised as not significant in terms of section 76 of the *Local Government Act 2002*
- e) determined that it has complied with the decision-making provisions of the *Local Government Act 2002* to the extent necessary in relation to this decision; and in accordance with section 79 of the Act, determined that it does not require further information, further assessment of options or further analysis of costs and benefits, or advantages and disadvantages prior to making a decision on this matter.

Duynhoven/Cloke

9. Road Safety Update

- 9.1 Ms M Webby - Road Safe Taranaki, Gave the Committee an update and provided a PowerPoint presentation.
- 9.2 Mr R O'Keefe - New Zealand Police, gave an update on Police road safety concerns in the region

Resolved

That the Taranaki Regional Transport Committee:

- a) noted and received the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Cloke/Volzke

10. Territorial Authorities Update

- 10.1 Mr S Bowden, Stratford District Council, spoke to the report updating the committee on transport activities within the Stratford District.
- 10.2 Mr R Leitao, New Plymouth Council, spoke to the report updating the committee on transport activities within the New Plymouth District
- 10.3 Mr V Lim, South Taranaki District Council, spoke to the report updating the committee on transport activities within the South Taranaki District
- 10.4 Ms C Gazley, Taranaki Regional Council gave an update on Public Transport in the region.

Resolved

That the Taranaki Regional Transport Committee:

- a) received the update provided by the Stratford District Council on its transport activities
- b) received the update provided by the New Plymouth District Council on its transport activities
- c) received the update provided by the South Taranaki District Council on its transport activities
- d) received the update provided by the Taranaki Regional Council on Public Transport activities.

Nixon/Duynhoven

There being no further business the Committee Chairperson, Councillor A L Jamieson, thanked the Committee for their work and declared the Regional Transport Committee meeting closed at 1.05pm.

Taranaki Regional

Council Chairperson: _____

A L Jamieson

unconfirmed



Committee: Civil Defence Emergency Management – Joint Committee

Date: 21 September 2023

Venue: Taranaki Regional Council, 47 Cloten Road, Stratford

Document: 3208725

Members	Mr	N Walker	Chairperson
	Mr	P Nixon	Mayor South Taranaki District Council
	Ms	M McKay	Alternate Stratford District Council
Attending	Mr	S Hanne	Stratford District Council
	Ms	F Aitken	South Taranaki District Council
	Mr	G Green	New Plymouth District Council
	Miss	S Ruru	Taranaki Regional Council
	Mr	T Velvin	Taranaki CDEM (Regional Manager)
	Mrs	M Jones	Governance Administrator
	Miss	O Conley	Marketing and Communication Advisor CDEM
	Mr	I Wilson	NEMA
	Mr	B Ingram	TEMO Group Controller

The meeting opened with a group karakia at 10.30am

Apologies: Apologies were received and sustained from Mayor Holdom – New Plymouth District Council, Mayor Volzke – Stratford District Council, S Tiatia – NEMA and L Poutu.

Nixon/Walker

1. Confirmation of Minutes – Joint Committee 18 May 2023

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) took as read and confirmed the minutes of the Taranaki Civil Defence Emergency Management Joint Committee meeting held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on 18 May 2023
- b) notes that the unconfirmed minutes of the CDEM – Joint Committee on 18 May 2023, have been circulated to New Plymouth District Council, South Taranaki District Council and Stratford District Council for the receipt and information.

Nixon/Walker

2. Confirmation Minutes - CDEM – CEG 31 August 2023

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) takes as read and confirms the minutes of the Taranaki Civil Defence Emergency Management Co-Ordinating Group meeting held at Stratford District Council, 63 Miranda Street, Stratford on 31 August 2023
- b) adopts the recommendations therein.

Walker/Nixon

3. Quarterly Performance Report

- 3.1 Mr T Velvin, spoke to the memorandum to provide an update on the 2022/2023 Quarterly Performance Report. Mr Velvin advised funding has come through since the paper was submitted.

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received memorandum, *Quarterly Performance Report 4 2022/23*
- b) approved the report to the Taranaki Civil Defence Emergency Management Group.

Walker/McKay

4. Adoption of TEMO Business Plan 2024-2025

- 4.1 Mr T Velvin, spoke to the memorandum to update the members on the draft TEMO Business Plan 2024-2025.
- 4.2 Mr Velvin emphasised that this is a living document and will adapt with change.

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received the Memorandum, *Adoption of the TEMO Business Plan 2024-25*
- b) noted the contents of the TEMO Business 2024-25

- c) approved the business plan 2024 -2025.

Walker/McKay

5. Website URL Change for Taranaki Emergency Management Office

- 5.1 Mr T Velvin, spoke to the memorandum to update the member's on the proposed change to Taranaki Emergency Management Office website URL

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received the Memorandum *Website URL Change for Taranaki Emergency Management Office*
- b) approved the proposal for the new website URL to change to 'www.taranakiem.govt.nz' from the Joint Committee

Nixon/McKay

6. Approval of the Terms of Reference of the Geospatial Innovation Advisory Group

- 6.1 Mr T Velvin, spoke to the memorandum seeking endorsement to approve the updated terms of reference.

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received memorandum, *Approval of the Terms of Reference for Geospatial Innovation Advisory Group*
- b) approved the Terms of Reference for the Geospatial Advisory Group

Walker/Nixon

7. Appointment of Group Controller

- 7.1 Mr T Velvin, spoke to the memorandum to provide an update on the appointment of Mr Ben Ingram to the role of Group Controller.

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received the memorandum *Appointment of Group Controller*
- b) approved the appointment of Mr Ben Ingram to the role of Group Controller

Nixon/McKay

8. Appointment of Zoe Sharman as Alternate Group Welfare Manager

- 8.1 Mr T Velvin, introduced Ms K Lawson, who spoke to the memorandum requesting the members approve the appointment of Zoe Sharman as an alternative Group Welfare Manager.

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received the Memorandum *Appointment of Ms Zoe Sharman as Alternate Group Welfare Manager*
- b) approved the appointment of Ms Zoe Sharman, to the role of Group Welfare Manager.

McKay/Walker

9. National Emergency Management Update

- 9.1 Mr I Wilson, spoke to the memorandum to provide the members with an update on the National Emergency Management Agency.

Recommended

That the Taranaki Civil Defence Emergency Management Joint Committee:

- a) received the memorandum *National Emergency Management Agency Update*.

McKay/Nixon

There being no further business the Committee Chair, Neil Walker, declared the meeting of the Taranaki Civil Defence Emergency Management Joint Committee closed at 11.15am.

Confirmed

Chairperson: _____

Neil Walker

MONTHLY REPORT

District Mayor



F22/55/04-D23/42419

To: Council
From: District Mayor
Date: 10 October 2023
Subject: District Mayor Monthly Report –September 2023

Recommendations

1. THAT the report be received.
2. THAT Council endorses the appointment of Christine Craig as a trustee of the Percy Thomson Trust for a further three year term (October 2026).

/
Moved/Seconded

1. LGNZ localism and consensus meeting

The Future of Local Government report published in June this year included 17 recommendations to set a direction for the sector forward in the coming years. The governments response to this was essentially a hands-off approach, saying to the Local Government Sector, that the ball is now in your court, what do you want us to do?

At the Local Government Conference in July, member councils passed a remit asking LGNZ to try and develop a consensus position on the recommendations so that we could approach government with a clear and united position on each. In September LGNZ hosted a two-day hui to discuss the recommendations and try to reach a consensus view. I attended the Sunday/Monday meeting in Wellington.

My thought before the meeting was that a consensus would be very difficult, if not impossible, to achieve given the diversity and the variations in size and opinions of councils. But I was pleasantly surprised and quite mistaken in my view, as the meeting worked through the list and found a significant amount of common thought. Some recommendations were near to total agreement while others were more divided, but not so far apart that moderation couldn't bring the differing views together.

The process from here is for LGNZ staff and the hui facilitator to further develop the individual responses into a collective position, do the appropriate wordsmithing and then convene a second hui. This is scheduled for early November. This hui will enable us to solidify the work done to date and provide some options on the way forward to address the area's where differences still exist. When this process is completed and a draft consensus position is agreed, all councils will be given the opportunity to consider, modify, accept, or reject the position statement before it is socialised with government.

2. Waka Kotahi SH3 Safety Project

Recently Waka Kotahi hosted the official launch of the New Plymouth to Hawera SH3 Safety Project. The event was held at Mangorei School which is near where the first parts of the staged work will begin. Included in Stage 1 are alterations to the Junction Street New Plymouth/SH3 intersection, a roundabout construction at the intersection of Mangorei Road/SH3 and a median barrier erected between New Plymouth and Mangorei Road. Construction work has started and will continue over the summer months. Once the northern parts are completed further improvements will commence as contractors work their way south.

3. SH43 Tangarakau Gorge Update

Work to seal the road through the picturesque Tāngarākau Gorge is now back underway. The project, which commenced late 2021, will see the unsealed 12km section of the Forgotten World Highway chip-sealed, making the road safer and more accessible for locals and visitors wanting to experience the iconic back country journey.

Due to the constrained environment through the gorge and the heavy machinery required to complete the work, the road will need to be closed through the Tāngarākau Gorge for periods while work is happening. From 9 October crews will be onsite from 8am -5pm and motorists should plan for delays when travelling through the gorge.

Waka Kotahi fully understands this will be disruptive, but closing the road for these periods will enable them to complete the bulk of the work prior to Christmas and ensure they are on track to complete the project in full by December 2024. If they carry out the work under stop/go only, the expected project completion date is June 2025.

They will also take the opportunity to undertake other works in the gorge during the road closures including repairing dropouts and building retaining walls. The retaining walls will achieve two lanes through the gorge and improve the resilience of the road. To ensure everyone using the road is aware of the road closures, they will notify through a range of channels including media, signage, and flyers. Information will also be available on the Waka Kotahi website.

4. Chamber of Commerce Road debate

Late last month the New Plymouth branch of the Chamber of Commerce hosted a political candidates debate that had roads as the only topic for discussion. An invited guest list of individuals from a wide range of interest and stakeholder groups made up the audience. Waka Kotahi representatives were also present.

I had the opportunity to raise various issues that are of concern to his community and share views on what we want to see changed post-election. It was a useful exercise as some common themes emerged and the candidates in the room, at least two or three will be members of parliament post October 14th, now have a better appreciation of what the region is collectively calling for.

5. Citizenship Ceremony

In September we hosted the third citizenship ceremony of the year and seven people took the oath or affirmation to become New Zealanders. I found the countries of origin an interesting mix: Brazil, USA, South Africa (x3), Cambodia and the Philippines. All these new citizens are living in the Stratford area.

6. Tututawa Tree Planting Day

It was time to get dirty. That was the last instruction given to us as a group of around thirty people gathered at Tututawa farm, best described as tiger country, to take part in a native tree planting programme organised by the Mirand800 Trust last month. The programme will result in hundreds of acres being replanted with native species that will eventually provide habitat for kiwis and other birds.

As the crow flies, the location is reasonably close to the outstanding Rotokare Reserve and the two will compliment each other perfectly. For the record, the day was super-hot, the work was hard, the body complained later but the participation was very rewarding and well worth it. I encourage others to get involved when the opportunity next arises.

7. Appointment of Percy Thompson Trust Trustee

The rules of the Percy Thompson Trust require council to appoint Trustees to the committee. The three-year term of current appointee Christine Craig is nearing its end. Mrs Craig is available and willing to be re-appointed to the role for a further three-year period. She brings financial skills and a broad knowledge of council processes and protocols to the mix of Trustees. It is my recommendation that she be re-appointed for a further three-year period.,

8. Correspondence

- Stratford Volunteer Fire Brigade Call Outs – September 2023

9. Some Events Attended

- Attended – Taranaki Mayoral Forum meeting
- Attended – Tututawa Trust tree planting day
- Attended – Hosted Citizenship Ceremony
- Attended – Chamber of Commerce Road debate
- Attended – Launch of Waka Kotahi SH3 Safety Project
- Attended – LGNZ localism and consensus meeting in Wellington (2 days)
- Attended – Stratford Health Trust meeting (x1)
- Attended – Taranaki Regional Transport Committee meeting
- Attended – Taranaki Regional Transport Committee Better Travel Choices workshop
- Attended – Stratford 2035 Project Team meeting
- Met - with Area Police Commander Belinda Dewar
- Met – with Waka Kotahi SH43 traffic management team
- Met – with representative of Taranaki Electricity Trust
- Radio Interview - Access Radio (x1)
- Newspaper - Stratford Press Interviews and Articles (multiple)
- Newspaper - Daily News - Interviews (multiple)
- Attended - Regional Mayors and Chairs emergency services meeting (x1)
- Attended - Regional Mayors and Chairs weekly meeting (x3)
- Attended - Council Pre-Agenda meetings (x4)
- Attended - Council Public Forums (x1)
- Attended - Council Workshops (x4)
- Attended - Council Meetings (x4)



N C Volzke JP
District Mayor

Date: 4 October 2023

Stratford Volunteer Fire Brigade Call Outs September 2023

The Stratford Fire Brigade responded to calls 12 in September 2023

- 09-09-23 Car fire which then caused vegetation fire Opunake Road
- 14-09-23 Alarm activation Empire Hotel Broadway
- 15-09-23 Alarm activation Stratford High School Swansea Road
- 19-09-23 Tanker and rural appliance to assist at Scrub fire Wairere Road Ohangai
- 22-09-23 Assist ambulance with medical call Flint Road stood down before arrival
- 24-09-23 Rubbish fire Pembroke Road
- 25-09-23 Motor vehicle accident Opunake Road assist Kaponga fire brigade
- 26-09-23 Motor vehicle accident Mountain Road / Lombard Street Midhirst
- 27-09-23 Assist ambulance medical call Miranda Street
- 27-09-23 Assist ambulance medical call Orlando Street
- 28-09-23 Motor vehicle accident Croydon Road
- 29-09-23 Alarm activation Ngaere School assist Eltham fire brigade

Hon David Parker BCom, LLB

Attorney-General

Minister for the Environment

Minister of Transport

Associate Minister of Finance



11 September 2023

Dear Mayors and Chairs

Enactment of the Spatial Planning Act 2023 and the Natural and Built Environment Act 2023

On 23 August 2023, the Spatial Planning Act 2023 (SPA) and the Natural and Built Environment Act 2023 (NBA) were enacted. The new legislation provides for a resource management system that will both better enable development and protect the environment for future generations of New Zealanders.

I would like to thank all Mayors, Chairs, councillors, and the Local Government Steering Group who contributed substantially to the development of the Acts.

We heard how important local voice is as part of the planning process, and this has been included in the legislation through the Statements of Community Outcomes and Statements of Regional Environmental Outcomes.

Next steps

The legislation and treaty settlements require that a draft of the transitional National Planning Framework (NPF) is shared with local government and Māori groups prior to being lodged with the Board of Inquiry who notify it publicly. The purpose of this engagement is to ensure that local government as an implementer of the NPF, and Māori through Treaty settlement obligations, have the opportunity to consider and provide feedback on the engagement draft in preparation for public notification.

Transitioning to the new system

The transition from the Resource Management Act 1991 (RMA) to the SPA and NBA will be implemented region-by-region. Each region will switch from applying the RMA to applying the NBA once they have a Regional Spatial Strategy (RSS) and a Natural and Built Environment plan (NBE plan) in place.

Until this time, much of the RMA will continue to apply. This includes current national direction, regional policy statements and plans, and many processes such as consenting and designations.

A small group of 'first tranche regions' will begin implementing the new system ahead of others. First tranche regions will help demonstrate the workability of the new system, provide lessons for the regions that follow, and inform what support and system improvements may be needed. Central government will support and enable these efforts.

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand
1 84 4 817 6710 | d.parker@ministers.govt.nz | beehive.govt.nz

I look forward to continuing our work with you as we implement the first phase of the new system.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Parker', enclosed in a light blue rectangular box.

Hon Minister Parker
Minister for the Environment



7 August 2023

Mayor Phil Nixon, Mayor Neil Holdom, Mayor Neil Volzke
Charlotte Littlewood, Chair, Taranaki Regional Council
Chief Executive Officers Fiona Aitken, Gareth Green, Sven Hanne
Steve Ruru, CEO, Taranaki Regional Council
District Councilors, South Taranaki, New Plymouth and Stratford District Councils
Taranaki Regional Councilors

Tēnā anō tātou i runga i ngā tini āhuatanga o te wā.

Further to my letter of 6 July I am now able to share with you the map indicating the boundaries for Te Taiwhakarunga and Te Taiwhakararo, as discussed at our hui on 19 June - please find attached.

As mentioned at Whakaahurangi and in my letter of 6 July, we emphasise that boundary lines are intended as a planning tool. They are flexible and can be updated from time to time to recognise community input, needs and evolving relationships. Also they need not affect where people choose to go to receive the services they need, e.g. whanau in Patea may travel to Whanganui for some services, whanau in Parihaka may go to New Plymouth for some services, and so on. Where people actually go will be considered as part of continuous review including with regard to boundaries.

Thank you to Fiona Aitken of South Taranaki District Council who has advised their preference for a joint letter of support for the two localities for Taranaki. In the absence of other feedback we take it you all support this approach.

Please find attached a draft letter for your consideration. Grateful if you could send back any changes or additions considered necessary, add your logo and signatory details and return please. We will then circulate the final letter for everyone to sign.

Charlotte and Steve - while there is no requirement for the Taranaki Regional Council to commit to the determination of localities, Te Punanga Ora considers you have an important contribution to make in terms of your role in managing environmental, resource and transport

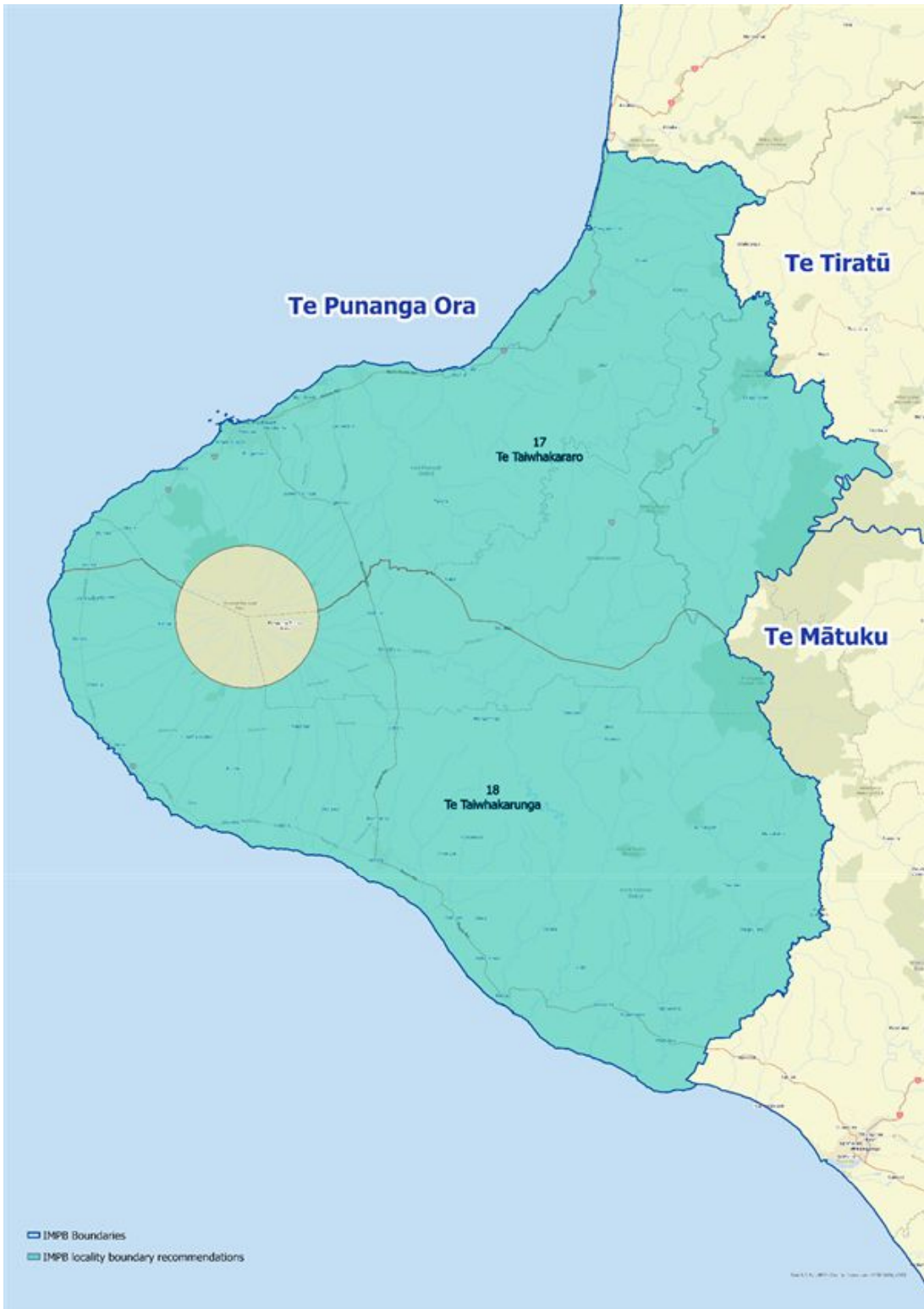


planning issues for the region. We think your willingness to signal your support by being a signatory to this letter would demonstrate the strength of relationships we have here in Taranaki. Please let us know whether you wish to sign and if so please also affix your logo and signatory details.

Please don't hesitate to get in touch if you need clarification on any point, otherwise I look forward to your response as soon as possible please.

Ngā mihi

Linda Elgar
Ngā Ruahine
Deputy Chair, Te Punanga Ora
linda@tepunangaora.co.nz
027 854 3970



Logo STDC	Logo SDC	Logo NPDC	Logo TRC	Logo TPO
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August 2023

Dr Karen Poutasi, Chair, Te Whatu Ora Board
Tipa Mahuta, Chair, Te Aka Whai Ora Board

Taranaki Localities

We have pleasure in writing to confirm our respective organisations endorsement of localities determined for the Taranaki rohe. We have discussed this collectively at a hui held at Whakaahurangi Marae in Stratford on 19 June when Te Whatu Ora and Te Aka Whai Ora officials very ably outlined the opportunities inherent in the Pae Ora legislation. At that hui Te Punanga Ora, Iwi-Māori Partnership Board for Taranaki, also explained the context and criteria applied, in determining the localities.

Please find attached the plan depicting the two localities for Taranaki - Te Taiwhakarunga and Te Taiwhakararo. We confirm our endorsement of these localities, appreciating the cultural significance they represent for mana whenua, and the everyday realities for our population in accessing a wide range of services. We understand the localities are flexible and can be updated from time to time to recognise community input, needs and evolving relationships. We accept that localities as with all other aspects of locality planning, will be considered as part of continuous revision.

This memorandum is made in terms of section 54(2) Pae Ora (Healthy Futures) Act 2022 which requires Te Whatu Ora and Te Aka Whai Ora to consult relevant local authorities and IMPBs before determining localities. We commend for your review, Te Taiwhakarunga and Te Taiwhakararo as the two localities for Taranaki. This would be an important acknowledgement of our local relationships and our collective commitment to working together to pursue improved health and wellbeing for Taranaki communities.

Ngā mihi

Te Pahunga (Marty) Davis Chair Te Punanga Ora	Philip Nixon Mayor South Taranaki District Council	Neil Volzke Mayor Stratford District Council
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Neil Holdom Mayor New Plymouth District Council	Charlotte Littlewood Chair Taranaki Regional Council
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DECISION REPORT



F22/55/04 – D23/40922

To: Ordinary Council
From: Roothing Asset Manager
Date: 10 October 2023
Subject: Transport Choices – Final Scope of Work for Delivery

Recommendations

1. THAT the report be received.
2. THAT Council considers all options for cycleway treatments on roads affected by the Transport Choices project.
3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for each of the following roads, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

1. Regan Street – Stratford Primary School.
2. Regan Street – Hamlet Street to State Highway 3 Broadway.
3. Hamlet Street – Regan St to Pembroke Road.
4. Portia Street- Regan Street to Fenton Street.
5. Miranda Street – St Joseph’s Primary School
6. Celia Street – Miranda Street to Hamlet St.
7. Hamlet Street – Celia Street to Romeo Street.
8. Hamlet Street – Avon Primary School.

Phase 2 Project:

9. Regan St (SH43) – State Highway 3 Broadway to Cordelia Street
10. Regan St (SH43) – Cordelia Street to Swansea Rd
11. Swansea Rd – Regan St (SH43) to Fenton Street
12. Fenton St – State Highway 3 (Broadway) to Cordelia Street
13. Juliet St – Fenton Street to Patea River Bridge
14. Juliet St – Patea River Bridge to Celia St.
15. Celia St – Juliet Street to Swansea Road.

Recommended Reason

This report provides the elected members with option analysis for the listed road links above. The analysis includes council officers’ recommended options. These recommended options have been endorsed by Waka Kotahi who have been involved in the development of the proposed designs.

/
 Moved/Seconded

1. Purpose of Report

- 1.1 The purposes of this report are to:
 - present the summary of responses received from the community consultation on the Transport Choices (TC) Project;
 - present options for consideration to support the adoption of the preferred option for each road affected by the TC Project; and
 - seek Elected Members’ decision on the **final** scope of works for the proposed TC Project.
- 1.2 Officers suggest that Elected Members take into consideration the newly adopted Connecting our Communities Strategy, and the implementation timeframe therein, when making their decision. The total project duration is expected to be completed by June 2025.

2. Executive Summary

- 2.1 The New Zealand Government states that no matter where we live, we should be able to move easily around our towns and cities in ways that help us to protect our climate. We must transition to a low-emissions and climate-resilient future for all New Zealanders and future generations.
- 2.2 This is a step change towards a modal shift in the way the community travel around the Stratford township. This is not likely to occur overnight, so our aspirations will be realised over a longer period.
- 2.3 Following the community consultation, for the TC project, a wide variety of responses were received (**Appendix 1**).
- 2.4 The summary of these responses are presented in **Appendix 2**.
- 2.5 Officers have assessed the responses and updated the plans (**Appendix 4**) where possible and present updated plans for each affected road as options for approval.
- 2.6 On Friday 22 September, an e-mail (**Appendix 5**) was received from Waka Kotahi extending the TC project timeframes as shown in **Table 1**. The key points to note are shown below:
- Waka Kotahi will support projects that have on-going public support;
 - Waka Kotahi is seeking to cut up to \$50M from the budget, due to over-subscription; and
 - Final scope of the TC project needs to be confirmed by 27 October 2023. Projects outside of this approved scope **cannot be re-submitted** to Waka Kotahi for funding.
- 2.7 The implications of the above are that:
- If Elected Members choose to withdraw any of the projects listed in this report, council cannot re-apply for Transport Choices funding for the projects removed. If council reduces the scope, then that is what Waka Kotahi will fund, thus clawing back some of the \$50m saving requested by the Crown; and
 - Any projects deleted will have to form a future funding bid via our Low-Cost Low Risk Minor Improvements which will attract a **63%** Financial Assistance Rate (FAR); the TC project has a FAR of **80%**.
- 2.8 Please note that projects will be prioritised for delivery and completion subject to available budget.

Table 1: Key Deliverables Timeframe

Deadline	Council deliverable
27 October 2023	<ul style="list-style-type: none"> • Detailed design • Safe System Audit (Stage 3) • Refined scope • Updated cost estimate for implementation • Final Plans: Project, Communications & Engagement, Monitoring & Evaluation.
17 November 2023	<ul style="list-style-type: none"> • Schedule 2 implementation for all remaining projects.
30 June 2025	<ul style="list-style-type: none"> • All projects complete.

3. Local Government Act 2002 – Section 10

Under section 10 of the Local Government Act 2002, the Council’s purpose is to “enable democratic local decision making by and on behalf of communities; as well as promoting the social, economic, environmental, and cultural well-being of communities now and into the future”.			
Does the recommended option meet the purpose of the Local Government 4 well-beings? And which:		Yes	
Social	Economic	Environmental	Cultural
✓	✓	✓	✓

- 3.1 This project strongly aligns with Council's strategic priority areas of fostering an engaged and resilient community and taking action on climate change as outlined in the 2021-31 Long Term Plan. It will help promote active transport, reduce carbon emissions, and improve connectivity and wellbeing across different demographic groups in the community.
- 3.2 The primary objectives of the Transport Choices programme are identified as the following:
- Provide safer, more attractive, and easier transport choices which will assist in reducing people’s reliance on cars while still meeting their access needs; and
 - Build momentum, capability, and public support for initiatives that reduce VKT.

4. Background

- 4.1 Under the Government’s Emissions Reduction Plan (ERP), and through the \$4.5 billion Climate Emergency Response Fund (CERF), in 2022, councils were invited to apply for a share of \$350 million Transport Choices funding. From that process, Waka Kotahi is now providing 46 councils with funding to deliver up to 90 projects that will:
- deliver strategic cycling/micro-mobility networks;
 - create walkable neighbourhoods;
 - support safe, green, and healthy school travel; and
 - make public transport more reliable and easier to use.
- 4.2 In August 2022 Council officers held a workshop with the Elected members concerning our bid to the CERF for this project. This was followed by a decision report to the Policy and Services Committee on 23 August 2022, where Council resolved to **approve for Officers to apply for the \$7.8M project**, with a 20% contribution from Council. This was a golden opportunity to “kick-start” the implementation of our **Connecting Our Communities Strategy**.
- 4.3 The Stratford District Council submitted our Expression of Interest (EOI) attached in **Appendix 6** to Waka Kotahi on 2 September 2022, seeking \$7.8m of funding to provide safety treatments at the three urban primary schools, as well as to fund the construction of nearly 7km of cycleways, connecting these schools. Also included in the package is the provision of two crossing points located on State Highway 3 within Stratford’s Central Business District.
- 4.4 Transport Choices is about making small, visible changes to our streets and how people use them quickly – and helping people embrace cycling, walking or public transport to travel. There are many small-scale improvements we can make to our urban public transport system that will have a substantial impact on improving the reliability of our public transport system and improve the experience of people who use the networks, which, in turn, will make public transport a more attractive option for people.

5. Consultative Process

5.1 Public Consultation - Section 82

A **Communication Plan** was prepared by Officers and approved by Waka Kotahi. This is summarised below.

Table 2: Key Communication Actions for the TC project

Date	Communication Action
December 2022	<ul style="list-style-type: none"> Media release: Funding package announced.
June 2023	<ul style="list-style-type: none"> Survey at Stratford's urban Primary Schools – From Whare to Kura. How are your kids getting to school? (Facebook, newsletter copy provided to schools, three bikes given as prizes as incentives, Central Link). The results of the survey are shown in Appendix 3.
July 2023	<ul style="list-style-type: none"> Stratford.govt.nz/Transport Choices live Media release: Project puts focus on safe and active school travel (also published in the Central Link)
August & September 2023	<ul style="list-style-type: none"> The Transport Choices team delivered letters, feedback forms, and sets of drawings and plans to affected residents. One-off public drop-in sessions were held at Stratford Primary School, St. Joseph's School, and TET Multisports Stadium, and weekly drop-in sessions at the Stratford Library and Visitor Information Centre during the Phase 1 and 2 feedback periods. Advertisements were on Facebook, on council's website, and messages sent to users of our Antenno app. Media releases were distributed to local media on the opening of both feedback periods. In Stratford's free local community newspaper, the Stratford Press, there were regular reminders and information included in council's weekly community newsletter, and a full page advertisement was placed during the feedback period for Phase 1 (23 August issue). Stakeholders, representatives of our local iwi, and people who subscribed to email updates about Transport Choices were emailed. Many of the subscribers are parents and caregivers who filled in a recent survey about their child's travel to and from school. Paper feedback forms and plans were available at Stratford Library and Visitor Information Centre, Wai o Rua – Stratford Aquatic Centre, and council's Service Centre. Our Transport Choices team were available to answer questions and take feedback by email and phone.

Officers also undertook extensive and robust engagement meetings with both our Elected Members and key stakeholders, including discussion with the three urban schools in Stratford.

1. Engagement with Elected Members:

Below is a timeline of the engagement undertaken with the Council's Elected Members on the TC project:

- August 2022 - An initial workshop was held to outline our bid to the Climate Emergency Response Fund (CERF) on 9 August 2022, this was followed by decision report to the Policy and Services Committee on 23 August 2022.
- 18 April 2023 - An update on the progress of the TC project was presented in a workshop; notes from this workshop have been included as **Appendix 7**. Council

officers have kept the elected members informed of the progress being made via the monthly reports from the Assets Team.

- 8 August 2023 – Prior to going live with our community feedback, a further workshop was held with the elected members which outlined the typical designs and cross-section. This was followed by a decision report requesting permission to seek feedback from the community on the:
 - removal of all day on-road parking; and
 - proposal to construct on-road bi-directional cycleways on various streets listed in this report.
- 12 September - Council officers updated the Elected Members on the feedback had received, both written and verbal following the various drop-in session and public meetings held at the Stratford Primary school, St Joseph Primary School and the TET Multi-sports stadium.

2. Engagement with Stakeholders and the Community

- March 2023 - Officers presented to a principals' forum outlining our Connecting Our Communities strategy as well as TC Projects.
- June 2023 - School survey of the 3x urban schools in Stratford;
- August to September 2023 – Community Consultation.

Following engagement with the community, key areas of focus for review across our proposed plans were highlighted on the following streets;

- Hamlet Street from Pembroke Road to Regan Street
- Regan Street pedestrian crossing at the Hamlet Street intersection
- Portia Street from Regan Street to Fenton Street
- Miranda Street from Page Street to Celia Street
- Regan Street from Cordelia Street to Swansea Road
- Swansea Road from Regan Street to Fenton Street

The main concerns about these areas centre around a loss of parking spaces and the narrowing of streets to incorporate on-road cycle ways. There's also feedback about safety concerns at the existing pedestrian crossing at the Regan / Hamlet Street intersection.

5.2 Māori Consultation - Section 81

In April 2023, a meeting was held with Ngāti Ruanui, Ngāruahine and Ngāti Maru on key projects being undertaken by Council including the TC Project. Iwi feedback on the TC Project:

- Ngāti Ruanui, Ngāruahine and Ngāti Maru happy to endorse the project - Iwi involvement expected to be no more than that of the average person.
- Council to keep Iwi informed.
- Iwi however wants early involvement in the design and replacement of the Centennial bridge over the Patea River.

The Whakaahurangi Marae received a letter during the consultation period, outlining the proposed cycleway treatment along Celia St.

6. Risk Analysis

Refer to the Council Risk Register - available on the Council website.

- Does this report cover any issues that relate to any risks on the Council Risk Register, and if so which risks and what are the impacts and likelihood of eventuating?
- Does this report cover any issues that may lead to any new risks that are not on the Council Risk Register, and if so, provide some explanation of any new identified risks.
- Is there a legal opinion needed?

The corporate risks that are applicable to this report are the following:

- 6.1 **Risk 90 – Reputational and Conduct – Consultation and Engagement with the Community and Māori** – If Council does not effectively engage with the community and Māori on matters of interest, the Council decisions will lack a community and Māori perspective which may lead to substandard community outcomes and decisions that may not be supported by the community or Māori which could harm relationships.
- 6.2 **Risk 17 – Financial – Rooding Annual Work Programme** – If non-availability of labour and plant or weather events to complete this project there is a risk of spend being under budget and therefore, we will not fully recover the 80% Financial Assistance Rate for Transport Choices.
- 6.3 **Risk 25 – Financial – Procurement Contracts** – If procurement contracts entered into are not cost-effective and do not comply with Council’s Procurement Policy the council projects could be subject to industry scrutiny. Due to constrained delivery timeframe, we have sought an exception to the Procurement Policy and obtained approval from the Chief Executive for the TC project. This exception has been endorsed by Waka Kotahi.
- 6.4 **Risk 72 – Reputational and Conduct – Elected Members Decision Making** - IF elected members make significant decisions based on inaccurate/insufficient information, "biased" influences, conflicts of interest not disclosed, or lack of understanding of the financial or legislative impacts, THEN there could be funding access difficulties, audit scrutiny, financial penalties, and/or community distrust in elected members. Potential breach of Local Authorities (Member's Interests) Act 1968, and Councillors may be personally financially liable under S.47 of LGA 2002.

If Elected Members decide not to progress with the Transport Choices project as outlined in this report, thus returning the un-spent funds, this decision could set our Connecting our Communities Strategy back, taking 12 - 15 years to catch up with where we are today.

The relevant risks, as detailed in the Rooding Asset Management Plan (RAMP) top 10 risks, include:

- 6.5 **Risk 3 - Maintenance Contractor fails to deliver** - If a maintenance contractor fails to deliver contractual service necessitating termination of contract and re-tendering, then assets may become under threat, unreliable, or unable to meet community needs. Terminating the contract of our maintenance contractor would significantly hinder our prospects of completing this project by June 2025.
- 6.6 **Risk 4 - Government Policy or Legislation Impacting on Local Government** - If Government Policy or Legislation significantly changes the services Council delivers or the way they are delivered, then this could put financial pressure on the district to fund investment in changes, or it may mean previous investment has become redundant.
- 6.7 **Risk 10 - Solvency of Contractor** - If Council engage a contractor that could potentially be insolvent the risk to Council is that they abandon the contract.

7. Decision Making Process – Section 79

7.1 Direction

	Explain
Is there a strong link to Council’s strategic direction, Long Term Plan/District Plan?	Yes. The Transport Choices project links with the Connecting our Communities Strategy to provide improved walking and cycling facilities for all members of our community.
What relationship does it have to the communities current and future needs for infrastructure, regulatory functions, or local public services?	This project will provide for improved infrastructure to encourage walking and cycling to and from the urban schools in the Stratford township.

7.2 Data

- Do we have complete data, and relevant statistics, on the proposal(s)?
- Do we have reasonably reliable data on the proposals?
- What assumptions have had to be built in?

The TC project proposal and plans were based on a number of factors and/or data, including:

- School survey data on how children travel to school;
- Parking survey undertaken 4 weeks either side of 2022 Christmas (**Table 3**);
- Feedback from key stakeholders; and
- Consultation from Waka Kotahi and Elected Member.

Table 3: Parking Survey Results

	Street	Road Link	Parking Utilisation	
			AM Average	PM Average
1	Hamlet Street	Pembroke to Regan	0.3%	1.0%
2	Regan Street	Brecon to Hamlet	NS	NS
3	Regan Street	Hamlet to SH.3	NS	NS
4	Portia Street	Regan to Fenton	46.3%	NS
5	Miranda Street*	Page to Celia	30.6%	NS
6	Celia Street	Hamlet to Portia	0.3%	0.2%
7	Hamlet	Celia to Romeo	1.9%	2.7%
8	Regan Street	SH.3 to Orlando	NS	NS
9	Regan Street	Orlando to Swansea	5.9%	4.2%
10	Swansea Road	Regan to Cloten	5.8%	7.6%
11	Fenton Street	SH.3 to Cordelia	NS	NS
12	Celia Street	Juliet to Swansea	0.3%	0.2%

NS = Not Surveyed

* = Survey done during school term

7.3 Significance

	Yes/No	Explain
Is the proposal significant according to the Significance Policy in the Long Term Plan?	Yes	This project requires a significant investment from the Stratford District Council of \$1.56m.
Is it: <ul style="list-style-type: none"> • considered a strategic asset; or 	Yes	The roading corridor is a key strategic asset which provides for the free movement of all modes of transport
<ul style="list-style-type: none"> • above the financial thresholds in the Significance Policy; or 	Yes	The funding for Transport Choices exceeds the significant funding threshold, being \$7,380,400.

	Yes/No	Explain
<ul style="list-style-type: none"> impacting on a CCO stakeholding; or a change in level of service; or 	No	
	Yes	All day on-road parking on core cycling routes will be replaced with a bi-directional cycleway. There will be parking still available on these streets, albeit on the opposite side of the road.
<ul style="list-style-type: none"> creating a high level of controversy; or 	Yes	The loss of parking on a street is seen by the community as an emotive subject. This can be offset, by allowing parking on the opposite side of the street.
<ul style="list-style-type: none"> possible that it could have a high impact on the community? 	Yes	The removal of on-road parking will affect some residents who do not have sufficient off-road parking available within their own property. Parking will be retained on the opposite side of the street, where the recommended treatment is for an on-road bi-directional cycleway.

In terms of the Council's Significance Policy, is this proposal of high, medium, or low significance?		
High	Medium	Low
		✓

7.4 **Options**

<p>An assessment of costs and benefits for each option must be completed. Use the criteria below in your assessment.</p> <ol style="list-style-type: none"> What options are available? For each option: <ul style="list-style-type: none"> explain what the costs and benefits of each option are in terms of the present and future needs of the district; outline if there are any sustainability issues; and explain if the outcomes meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions? After completing these, consider which option you wish to recommend to Council, and explain: <ul style="list-style-type: none"> how this option is the most cost-effective option for households and businesses; if there are any trade-offs; and what interdependencies exist.
--

Council Officers propose options for consideration by Elected Member, taking into consideration feedback from the community.

Officers' recommendation is to adopt Option 1 for each of the streets in the TC project. The full proposed designs are available to view on Council's website: Stratford.govt.nz/TransportChoices

PHASE 1:

7.4.1 Regan Street – Stratford Primary School.

Option 1. This is as shown in **Figure 1 of Appendix 4.**

This option includes the installation of a shared use walking/cycling path from Brecon Road to the caretaker’s entrance, additionally, the proposal includes the addition of a modern roundabout at the Brecon Road/Regan Street intersection to enhance traffic flow and safety.

This is the recommended option. No other option is proposed.

Pros	Cons
<ul style="list-style-type: none"> • <i>The roundabout acts as a calming treatment when entering a slow speed environment.</i> • <i>The dual pedestrian/cycling crossing located at the western end of Regan St provides a crossing facility. This also future proofs extensions to the network, e.g. Brecon Rd, also for the Brecon Road Extension.</i> • <i>Relocation of the bus stop to the caretaker’s entrance and outside 72A. This will free up an area of Regan St for parallel parking by the green space next to the Aquatic Centre.</i> • <i>Widening of the existing footpath to provide a shared use walking/cycling path from Brecon Rd to the caretaker’s entrance.</i> • <i>Installation of a new courtesy crossing near Oswald Place.</i> • <i>Removal of the raised platform across Oswald Place – this is a cost saving and will be replaced with a red painted pad.</i> • <i>Up-grade the existing pedestrian crossing at Hamlet Street/Regan Street to form a raised dual-purpose pedestrian/cycling crossing. This is the desire line for pedestrians that wish to cross Regan St to access other facilities, such as the Aquatic Centre, TET Sports Stadium.</i> • <i>Removal of the long concrete island opposite Hamlet St.</i> 	<ul style="list-style-type: none"> • <i>Removing the proposed raised crossing on Oswald Place may result in higher speed in the street.</i>

7.4.2 Regan Street – Hamlet Street to State Highway 3 Broadway.

Option 1 – This is as shown in **Figure 2 of Appendix 4.**

This option includes the installation of an on-road bi-directional cycleway which involves the consolidation of on-road parking on one side of the street, the option preserves a minimum road width required to accommodate vehicular manoeuvring, and ensuring the preservation of all requisite road functionalities, including adequate drainage and road signage.

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • <i>Construction of an on-road cycleway to SH3 to maximise our investment.</i> • <i>Removal of the existing bus stop to provide additional parking including P2 drop-off/pick-up parks.</i> • <i>Dual purpose pedestrian/cycling crossings at Portia St and Miranda St.</i> 	<ul style="list-style-type: none"> • <i>Parking will be reduced due to the removal of angled parks between Portia St and Miranda St. These will be replaced with parallel parks.</i>

Pros	Cons
<ul style="list-style-type: none"> • <i>Re-orientation of the angled parks between Portia St and Miranda St to be parallel parking.</i> • <i>Will address the high kerb outside Dr. Jordaan by either plating over the channel or replacing with a standard kerb and channel.</i> 	

Option 2:

This option involves the conversion and widening of the existing footpath into a shared-use path, allowing both pedestrians and cyclists to use the same space.

This option is not recommended due to the following reasons:

This is not recommended due to:

- Converting a footpath to shared use can create safety concerns. Pedestrians and cyclists move at different speeds, and conflicts between the two groups can lead to accidents and discomfort.
- Potential for User Frustration: Cyclists may need to significantly reduce their speed on shared paths to ensure pedestrian safety, leading to frustration. Pedestrians may also feel uncomfortable sharing space with faster-moving cyclists.
- Accessibility Issues: Shared-use paths may not meet accessibility standards for people with disabilities, particularly those using mobility aids. The presence of cyclists can hinder accessibility and pose challenges to individuals with limited mobility.
- Maintenance Costs: Shared-use paths experience heavier use and may require more frequent maintenance due to increased wear and tear. Maintenance costs can rise as a result.
- Compliance with Design Standards: Converting footpaths to shared use may not comply with recommended design guidelines and safety standards that advocate for separate infrastructure for pedestrians and cyclists to minimize conflicts.
- Loss of Pedestrian Priority: Shared-use paths may disrupt established pedestrian priority on footpaths, potentially causing confusion and conflicts between pedestrians and cyclists.
- Impact on Businesses: Businesses with outdoor seating or displays on footpaths may be negatively affected by the increased presence of cyclists, which could lead to conflicts or loss of customers.
- Perceived Safety Concerns: Some pedestrians may perceive shared-use paths as less safe due to the presence of cyclists, potentially discouraging them from using these paths.

7.4.3 Hamlet Street – Regan St to Pembroke Road.

Option 1 – This is as shown in **Figure 3 of Appendix 4.**

This option involves the Installation of an on-road bi-directional cycleway which involves the consolidation of on-road parking on one side of the street, the option preserves a minimum road width required to accommodate vehicular manoeuvring, and ensuring the preservation of all requisite road functionalities, including adequate drainage and road signage.

Construction of an on-road cycleway can be done on either the western side or eastern side of Hamlet St. **This is the recommended option.**

Based on the result of the parking survey on Hamlet Street, some of the residents have objected to the loss of parking on the western side of the street. Council officers consider that at least **50** parking spaces will be available on the eastern side of Hamlet Street, as per Option 1 proposed.

Pros	Cons
<ul style="list-style-type: none"> • <i>Maximises the investment to achieve our desired goal for the construction of cycleways across Stratford.</i> • <i>More cost-effective.</i> • <i>Re-allocation of road space to provide the on-road cycleway.</i> • <i>Parking will be retained on the opposite side of Hamlet St.</i> • <i>Traffic calming effect by narrowing the road from 10.5m wide to 7m wide.</i> • <i>Retains the streetscape/green space in Hamlet Street</i> • <i>Small children can cycle on the footpath along with their parents.</i> 	<ul style="list-style-type: none"> • <i>Some objections by the residents.</i> • <i>Loss of on-road parking on the side the cycleway is proposed.</i>

Note – If the cycleway was to be constructed on the eastern side of Hamlet St, one raised platform will be required across Seyton Street. Due to the gradient of the berms in the vicinity of Surrey St could require additional works to return the cycleway back to the road.

If the cycleway was to be constructed on the eastern side of Hamlet St, two raised dual purpose crossing platforms would be required at Pembroke Rd and Regan St to “bookend” the street.

Option 2:

This option involves the construction of an off-road bi-directional cycleway constructed within the berm. Option poses several changes to the greenspace which is not in line with the country’s initiative of preserving the environment and involves potentially cutting down trees which would otherwise be required to enhance Stratford Healthy Environment.

This option is not recommended for the following reasons:

- **Cost Considerations:** Building an off-road cycleway within the berm can be considerably more costly than other alternatives. It involves extensive earthwork, drainage adjustments, and landscaping, which can strain project budgets.
- **Stormwater Run-off Issues:** Modifying the berm to accommodate the cycleway may disrupt the natural flow of stormwater. This alteration can result in drainage problems and increase the risk of flooding during heavy rainfall, requiring additional engineering solutions and costs.
- **Maintenance Challenges:** Off-road cycleways in berms demand regular maintenance to ensure a safe and smooth riding surface. This includes addressing issues like surface wear, vegetation growth, and maintaining a level path, which can result in ongoing maintenance expenses.
- **Limited Separation:** While this option separates cyclists from the road, the proximity to property boundaries can pose safety concerns. It may lead to potential conflicts between cyclists and residents reversing vehicles out of their properties.
- **Impact on Green Space:** The construction of off-road cycleways within the berm can result in the removal of street trees and greenery, altering the aesthetics of the street and reducing the overall green space available. (see figure 1 below.)
- **Unsealed Vehicle Crossings:** Many driveways and vehicle crossings intersect with the berm. Adapting these crossings for the cycleway can be complex and expensive, as each driveway may need individual adjustments. Determining responsibility for these costs can be contentious. (see figures 2 and 3 below)
- **Depreciation of Assets:** Infrastructure constructed within the berm, such as cycleways, can depreciate over time. This means that funds may need to be allocated for future repairs and replacements.
- **Connectivity Challenges:** Depending on the specific design, off-road cycleways within berms may not seamlessly connect with the existing cycling network, leading to gaps in the infrastructure and reduced usability.

Pros	Cons
<ul style="list-style-type: none"> • Supported by the residents who objected to the on-road cycleway. • Retains on road parking on the western side of Hamlet St. 	<ul style="list-style-type: none"> • More costly. • The gradient of the berm in places will require additional works to form the cycleway. • What about the un-sealed vehicle crossings, who pays to up-grade these? • The level control where the cycleway crosses gravel driveways. • Depreciation cost of the asset. • Maintenance costs of the asset. • How do we traverse a sloping driveway with a level cycleway? • Removal of street trees thus removing the “greenspace” of the street.



Figure 1: Option 2 - Trees required to be removed. The drive and berm would need to be re-shaped if the cycleway is in the berm. Western side of Hamlet St

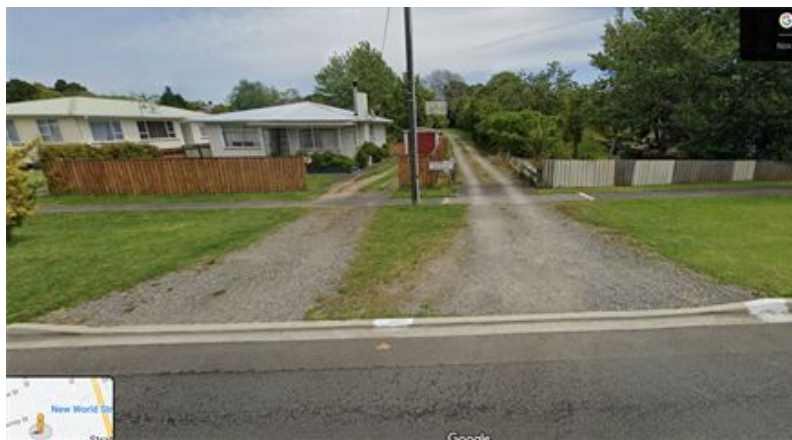


Figure 2: How does council intend to deal with unsealed vehicle crossings on the western side of Hamlet St



Figure 3: Similar issues on the eastern side of Hamlet St, unsealed driveways and a sloping berm, which will require retaining?

Option 3:

This option involves the Conversion and widening of the existing footpath into a shared-use path, allowing both pedestrians and cyclists to use the same space.

This option is not recommended. Widening the existing footpath will steepen the gradient of these driveways (see figure 4 below)

Pros	Cons
<ul style="list-style-type: none"> • Supported by the residents who objected to the on-road cycleway. • Less costly than a 3m separated cycleway. • Small children can cycle on the footpath along with their parents. 	<ul style="list-style-type: none"> • Close to the property boundaries which could lead to potential incidents between cyclists and residents reversing out of their property. Safety risk. • Not best practice as there is no separation between footpath and cycleway. • Not supported by the Safety Auditor or Waka Kotahi. • Depreciation costs of the asset. • Maintenance cost of the asset.



Figure 4: Option 3 - Widening the existing footpath will steepen the gradient of these driveways.

A shared use walking/cycling path is not safe for cyclists due to the proximity of the footpath to the boundary of residential properties.

7.4.4 Portia Street- Regan Street to Fenton Street.

Option 1 – This is as shown in **Figure 4 of Appendix .**

This option involves the conversion of the existing footpath situated on the eastern side into a multi-purpose walking/cycling path. This option aims to address various community needs and infrastructure requirements effectively.

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • <i>Addresses the comments received in relation to narrowing Portia St to provide an on-road cycleway.</i> • <i>Does not affect the parking on the western side of Portia St (except outside the Aquatic Centre).</i> • <i>No need to address the on-road drainage.</i> • <i>Construction of two dual purpose raised pedestrian/cycle crossing to "bookend" the street.</i> • <i>Provision of two courtesy crossing outside the Aquatic Centre and TET stadium.</i> • <i>Utilises an existing footpath.</i> 	<ul style="list-style-type: none"> • <i>Could be slightly more costly than an on-road cycleway.</i> • <i>Sight distance issues at key driveways.</i>

Option 2:

This option involves the Installation of an on-road bi-directional cycleway on the western side of Portia St. Not recommended due to the associated drainage issues, technical complexity and cost to the project and reasons outlined in the below table:

Pros	Cons
<ul style="list-style-type: none"> • <i>Construction of two dual purpose raised pedestrian/cycle crossing to "bookend" the street.</i> • <i>Provision of two courtesy crossing outside the Aquatic Centre and TET stadium.</i> • <i>Meets the design criteria for an on-road cycleway.</i> • <i>Provides good connectivity to link Regan St to Fenton Street without the need to cross Portia St.</i> 	<ul style="list-style-type: none"> • <i>We would have to install a new kerbline along Portia St to address the drainage.</i> • <i>Reduced on-street parking for significant events.</i> • <i>Could result in making Portia St one-way in a northbound direction.</i>

7.4.5 Miranda Street – St Joseph’s Primary School

Option 1 – This is as shown in **Figure 5 of Appendix 4.**

This option involves the installation of an on-road bi-directional cycleway which involves the consolidation of on-road parking on the western side of Miranda Street, including retaining the location of the bus stop. Based on the feedback received, the existing bus stop will be upgraded rather than relocated.

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • Maximises our investment by re-allocating road space for cycling. • Provide the separation required in the design guides. • Narrows the street thus reducing the speeds. • Approved for a 30km/h speed zone, so this will help to maintain that low-speed environment. • Up-grade to existing bus stop to reduce the loss of parking outside the school. • Provides two dual purpose pedestrian/cycle crossings at the ends of the street. • Upgrade the existing pedestrian crossing. This can remain flush or could be on a raised platform. 	<ul style="list-style-type: none"> • Requires the removal of up to 25 on-street parks, located at both ends of the street and some outside the school.

Option 2

This option involves the conversion of the existing footpath into a multi-purpose walking/cycling path.

Pros	Cons
<ul style="list-style-type: none"> • Least cost option. • Up-grade to existing bus stop to reduce the loss of parking outside the school. • Provides two dual purpose pedestrian/cycle crossings at the ends of the street. • Upgrade the existing pedestrian crossing. This can remain flush or could be on a raised platform. 	<ul style="list-style-type: none"> • Requires the removal of up to 25 on-street parks, located at both ends of the street and some outside the school. • Potential conflict at the school with pedestrians and cyclists. • Does little to traffic calm the street. • Does not provide the separation required in the design guides.

Option 3:

This option involves the relocation of the cycleway to Portia St (rear of St Joseph's School)

Pros	Cons
<ul style="list-style-type: none"> • Does not require the removal of parking outside the school. • Provides a dual-purpose pedestrian/cycle crossings on Page St. • Upgrade the existing pedestrian crossing. This can remain flush or could be on a raised platform. 	<ul style="list-style-type: none"> • Requires the removal of up to 25 on-street parks, located at both ends of the street and some outside the school. • Requires the purchase of land from the Parish/School. • We have not consulted the residents on Portia St, however, one resident who called into the library, did object to this proposal. • There is no footpath across the school playing field. • The principal of the school does not support the option. • This does not make for good connectivity of the network. • Could result in Portia St becoming one-way.

Pros	Cons
	<ul style="list-style-type: none"> • <i>Very costly to widen the road if two-way traffic is to be retained along Portia St.</i> • <i>No designs undertaken for the connection along Page Street, from Miranda St to Portia St.</i> • <i>A bus stop and a recessed drop-off/pick-up point would need to be constructed near the new netball court.</i>

7.4.6 Celia Street – Miranda Street to Hamlet St.

Option 1 – This is as shown in **Figure 6 of Appendix 4.**

This option involves the construction of a shared use walking and cycling pathway on the south side of the road, including the relocation of the dual crossing further west away from the intersection.

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • <i>Removes the cycleway from the road. Celia Street is a HPMV route.</i> • <i>Makes use of existing footpath which is not adjacent to the property boundary.</i> • <i>Few residential accesses.</i> • <i>Provision of raised platforms at Portia St and Hamlet St intersections.</i> • <i>Retains parking outside Cadence Bed and Breakfast establishment.</i> 	<ul style="list-style-type: none"> • <i>More costly.</i>

Option 2 – Construct an off-road cycleway in the northern berm between the kerb and the power poles.

Pros	Cons
<ul style="list-style-type: none"> • <i>Removes the cycleway from the road. Celia Street is a HPMV route.</i> • <i>Utilises the berm and provides some separation between the footpath and cycleway.</i> • <i>Few residential accesses. We would need to seek feedback from these residents.</i> • <i>Provision of raised platforms at Portia St and Hamlet St intersections.</i> • <i>Retains parking outside Cadence Bed and Breakfast establishment.</i> • <i>Dual purpose crossing on Celia St is re-located to Hamlet St/Celia St intersection.</i> 	<ul style="list-style-type: none"> • <i>Removal of some street trees.</i> • <i>More costly than on-road.</i>

Note – If the on-road cycleway along Hamlet St was constructed on the eastern side of the street, we could remove the raised platform from the intersection of Hamlet St and Celia St.

7.4.7 Hamlet Street – Celia Street to Romeo Street.

Option 1 – This is as shown in **Figure 7 of Appendix 4.**

This option involves the construction of an on-road cycleway.

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • Maximises the investment to achieve our desired goal for the construction of cycleways across Stratford. • More cost-effective. • Re-allocation of road space to provide the on-road cycleway. • Parking will be retained on the opposite side of Hamlet St. • Traffic calming effect by narrowing the road. • Retains the streetscape/green space in Hamlet Street • Small children can cycle on the footpath along with their parents. 	<ul style="list-style-type: none"> • Some objections by the residents. • Loss of on-road parking on the side the cycleway is proposed.

Note – The on-road option can be constructed on either side of Hamlet St.

Option 2:

This option involves the construction of an off-road cycleway in the roadside berm.



Figure 5: Similar issues with unsealed vehicle access. The resident of the neighbouring property has paid to upgrade their vehicle crossing. They could be aggrieved if the neighbours were to be upgraded for no cost to the property owner?:



Figure 6: How do we deal with these four unsealed crossings if the cycleway is in the berm?

Option 3:

This option involves the widening of the existing footpath to form a shared use walking and cycling pathway.

The pros and cons for options 2 and 3 are similar to Hamlet St, Regan Street to Pembroke Road. The berm on this street is flatter than the berm on Hamlet St (north). The issue of unsealed or gravelled vehicle driveways remains the same.

Both options 2 and 3 are not recommended.

7.4.8 Hamlet Street – Avon Primary School.

Option 1 – This is as shown in **Figure 8 of Appendix 4.**

This option involves the construction of school safety features to self-enforce the 30km/h speed limit.

**This is the recommended option.
No other option is proposed**

Pros	Cons
<ul style="list-style-type: none"> • <i>Provision of raised platforms at Warwick Rd and Romeo St to “bookend” the school safety project.</i> • <i>Reinforces the 30km/h speed limit.</i> • <i>Provides an obvious change to the streetscape to inform motorist this is a slow speed zone.</i> • <i>Compliments the upgrade to the pedestrian crossing.</i> • <i>Improves the safety for children outside the school.</i> • <i>Encourages a greater uptake of walking and cycling to school.</i> 	<ul style="list-style-type: none"> • <i>Motorists must traverse the raised platforms which could generate some traffic noise.</i>

PHASE 2

7.4.9 Regan St (SH43) – State Highway 3 Broadway to Cordelia Street

Option 1 – This is as shown in **Figure 9 of Appendix 4.**

This option involves the construction of an on-road cycleway along SH43 to Cordelia St.

**This is the recommended option.
No other option is proposed**

Pros	Cons
<ul style="list-style-type: none"> • <i>Re-allocation of road space to maximise our investment.</i> • <i>There is a cycle lane on Regan St at present which is behind the on-street angled parks. This is not good practice to have a cycle lane behind parked vehicles.</i> • <i>Avoids pedestrian/cycle conflict as the cycleway is on the road and not the footpath.</i> • <i>Utilises the wide shoulder outside the Bike Park.</i> 	<ul style="list-style-type: none"> • <i>Reduces the on-street parking by replacing angled parks with parallel parking e.g. Brian Darrh’s chapel</i> • <i>Cost implications for upgrading the level crossing and potential timeframe extension requirements.</i>

7.4.10 Regan St (SH43) – Cordelia Street to Swansea Rd

Option 1 – This is as shown in **Figure 10a of Appendix 4**.

The recommended option is to not construct on-road cycleway as proposed based on the feedback received. Council will maintain the recently constructed shared use pathway on Cordelia Street from SH43 to Fenton Street as a link to the high school.

Pros	Cons
<ul style="list-style-type: none"> • <i>Addresses the concerns of the residents in relation to the removal of on-street parking.</i> • <i>Already constructed.</i> • <i>Re-allocation of funds to the other links outlined in the recommendation.</i> 	<ul style="list-style-type: none"> • <i>The connection doesn't continue along SH43 to Swansea Rd.</i> • <i>This does not pick up the students from the residential properties to the North of SH43</i>

Option 2:

This option involves the construction of an on-road bi-directional cycleway as per **figure 10b of Appendix 4**. **This is not a recommended option** as it is not supported by the adjoining residents.

Option 3:

This option involves construction of a shared use walkway/cycleway in the roadside berm.

This is not the recommended option as there is an existing open swale drain that will require filling to construct the cycleway. This could potentially result in stormwater run-off issues as well as excessively increasing the cost.

7.4.11 Swansea Rd – Regan St (SH43) to Fenton Street

Option 1 – This is as shown in **Figure 11a of Appendix 4**.

The recommended option is to not construct on-road cycleway as proposed based on the feedback received. Council will maintain the recently constructed shared use pathway on Cordelia Street from SH43 to Fenton Street as a link to the high school.

Pros	Cons
<ul style="list-style-type: none"> • <i>Addresses the concerns of the residents in relation to the removal of on-street parking.</i> • <i>Already constructed.</i> • <i>Re-allocation of funds to the other links outlined in the recommendation.</i> 	<ul style="list-style-type: none"> • <i>The connection doesn't continue along SH43 to Swansea Rd.</i>

Option 2:

This option involves the construction of an on-road bi-directional cycleway as per **figure 11b of Appendix 4**. **This is not a recommended option** as it is not supported by the adjoining residents.

7.4.12 Fenton St – State Highway 3 (Broadway) to Cordelia Street

Option 1 – This is as shown in **Figure 12 of Appendix 4**.

This option involves the installation of an on-road bi-directional cycleway to Cordelia Street.

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • <i>Re-allocation of road space to maximise our investment.</i> • <i>Avoids pedestrian/cycle conflict as the cycleway is on the road and not the footpath.</i> • <i>Utilises the wide shoulder from Juliet St to Cordelia St.</i> • <i>Existing parallel parking outside Mitre 10 will be moved out by the width of the cycleway.</i> • <i>Upgrade of the existing pedestrian crossing will be required.</i> • <i>Doesn't effect on-road parking between Dynamite Bay and Ariel St as there is an existing parking prohibition in place.</i> • <i>Raised platform at Ariel St and Cordelia St to slow traffic on the side roads.</i> • <i>Connects to the recently widened shared use walking/cycling path on the south side of Fenton St.</i> 	<ul style="list-style-type: none"> • <i>Removal of some berm area between Dynamite Bay and Cordelia St to construct the cycleway.</i> • <i>Potential loss of parking in the layby area near Cordelia St. However, there is ample parking alongside Victoria Park on the opposite side of the road.</i> • <i>Some parallel parking can be accommodated to off-set the perpendicular parking that occurs.</i>

7.4.13 Juliet St – Fenton Street to Patea River Bridge.

Option 1 – This is as shown in **Figure 13 of Appendix 4.**

This option involves the installation of an on-road bi-directional cycleway from Fenton St to Cloten Rd (Patea River bridge).

This is the recommended option.

Pros	Cons
<ul style="list-style-type: none"> • <i>Makes use of the road space.</i> • <i>Parallel parking can be retained.</i> 	

7.4.14 Juliet St – Patea River Bridge to Celia St.

Option 1 – This is as shown in **Figure 14 of Appendix 4.**

This option involves the installation of an on-road bi-directional cycleway from the Patea River Bridge to Celia Street

This is the recommended option.

No other options are proposed.

7.4.15 Celia St – Juliet Street to Swansea Road.

Option 1 – This is as shown in **Figure 15 of Appendix 4.**

This option involves the construction of an on-road cycleway on the southern side of the road from Juliet St to Orlando St, Off-road cycleway from Orlando St to Whakaahurangi Marae, and Off-road cycleway in the northern berm from the Marae to Swansea Rd.

This is the recommended option.

No other options are proposed.

Pros	Cons
<ul style="list-style-type: none"> • <i>From Orlando St to Swansea Rd, Celia St is too narrow to accommodate an on-road cycleway.</i> • <i>The road is wider from Juliet St to Orlando St to accommodate an on-road cycleway.</i> • <i>Construction of a raised platform across Orlando St to transition from on-road to off-road cycleway</i> • <i>There will be a raised platform for cyclist to cross Celia St outside the Marae.</i> • <i>No residential properties front the cycleway from the Marae to Swansea Rd, thereby removing the risk of conflict when vehicles exit the property.</i> 	<ul style="list-style-type: none"> • <i>Removal of on-street parking on the Southern side of Celia Street between Juliet Street and Orlando Street</i>

7.5 **Financial**

Council's resolution of August 2022, commits Council to the TC project and to Council's 20% contribution to the total TC fund of \$7.8M.

7.6 **Prioritisation & Trade-off**

The prioritisation of the various projects within the overall programme will be entirely dependent on external funding.

There is no benefit to deferring this project due to potential loss of Waka Kotahi funding.

7.7 **Legal Issues**

No legal issues.

Following the completion of the TC project, Officers will amend the current schedule in the Parking Control Bylaw.

7.8 **Policy Issues - Section 80**

Procurement Policy

SDC officers have sought an exception to the Procurement Policy. This has been approved by the Chief Executive and endorsed by Waka Kotahi.

Attachments:

- Appendix 1** Community Feedback
- Appendix 2** Feedback Summary
- Appendix 3** Phase 1 - School Survey Summary
- Appendix 4** Updated Plans
- Appendix 5** Waka Kotahi Email
- Appendix 6** Expression of Interest
- Appendix 7** Workshop notes



Steve Bowden
Roading Asset Manager



[Endorsed by]
Victoria Araba
Director - Assets



[Approved by]
Sven Hanne
Chief Executive

Date 3 October 2023

Appendix 1

PHASE 1 - HAVE YOUR SAY FEEDBACK

	Supportive / Very Supportive	Neutral	Unsupportive / Very Unsupportive		
Feedback Number	Do you live, work, or travel in an area that's affected by our Transport Choices project?	How do you feel about our proposed TC plan for Stratford?	If you are directly impacted by our plans and have specific changes you would like made, please let us know the details here:	What do you like and dislike about our Transport Choices project, and why?	Additional Comments
1	The changes are in an area I travel through sometimes.	Very supportive	N/A	Offering safer option for all and especially kids is awesome. Thanks for this!	N/A
2	My business is on a street that will be affected. I'm part of the Stratford Primary School Community.	Supportive	I have two concerns. One, is that directly opposite our business drive at 76/78 Portia Street, trucks park so we can unload them. If there are cars parked in the existing car parks (very rarely during business hours) they park further down at the closest point to us, but closer to the Memorial Gates. The truck driver is our lookout, and there is sufficient room at present for cars to move past easily when the forklift is unloading. Its tight, but as long as traffic can get around us, it works. My concern is that by narrowing up the carparks, then the trucks will be sticking out onto the road further, so with the forklift unloading, and a car comes a little faster around the corner (as some do) that will be less room for them to get around us. My second concern with the construction of this proposal, we would still need the ability to unload the trucks .	My question is how many kids cycle to Stratford primary School now , and how many is proposed will cycle to school once all this work is done. My observation from being a grandparent and driver, is that not many, if any, cycle that way now, and certainly some walk but they usually go down behind the school and through the Dell . Its a nice walk and cycle through the Dell. Most get a ride, and that wont change. Seems to be lot of money to spend on what will be used by few. The biggest concern is the Portia Street and Regan Street intersection, and especially the south side wa k. Many times Ive had to stop, as a driver, so a child can carry on running across the intersection without looking. Many a close call observed there. It does need blocking off completely so the kids have to cross the proposed raised Zebra Crossing by the pool. But I do wonder if the need is there for the rest of the proposal along Portia Street. I cant comment on anything around the Avon School or St Josephs , except I see many kids classes using the west side Portia Street footpath, from the old swimming pool bridge, heading to the baths for their swimming classes. No cyclists there.	N/A
3	My home is on a street that will be affected. My business is on a street that will be affected. The changes are in an area I travel through regularly. I'm part of the Stratford Primary School Community.	Very unsupportive	Quite simply, do not make any of these changes at all. See my next comment for why. I do not wish to be subjected to needless increases in pollution, damage to my vehicle, increases in journey times and an overall reduction in quality of life for these senseless changes. There is simply no way to get across or from one side of town to the other without being significantly impacted by this.	I am always genuinely staggered at how little road planners seem to know and understand about how traffic flows, and its impact on cyclists. Every hing hat causes conges ion will make a road more dangerous for cyclists. As an example, it is not possible to cycle down Swansea Road any more. Further evidence of hat is that SHS now has to have teachers helping students out of school at he end of the day due to the changes there. Every single change detailed in your plans will increase congestion. They will make roads more dangerous. The speed bumps break the flow of traffic causing them to form tighter bunches and make roads more dangerous and harder to cross. the pinch points created by crossings are lethal for cyclists as cars will try and force their way past them before the narrowing and the narrowing of intersections will just block roads more and lead to more frustration than here already is at the poor road layouts in town. Further, speed bumps MASSIVELY increase pollu ion directly from cars slowing and speeding up, from indirect pollution in all the increased wear and tear on vehicle parts due to the pounding and the damage to surrounding buildings. There is also lots of excess and needless noise pollution created. The same will happen by narrowing intersections. Preventing two cars leaving at the same time breaks traffic flow and causes congestion and pollution. If you were genuine about making roads safer you'd invest in driver training. All these changes are nothing more than government control. The more people are prevented from going about their business by needlessly increasing journey times the more control the go has over people. If you really think that putting a few cycle lanes in will actually make people cycle, then the country's road planners are more delusional than I ever thought possible. You need to have a base of cyclists first, before you make changes, and with every single change that has been made in Stratford, apart from the new corner cones, you have made it immeasurably more dangerous.	When I first moved to Stratford it was a pleasure to move around. With every single change that has been made, including the abysmal failure of resurfacing the roads that are always in a worse state after (see Swansea again), it has been made more congested which has made it more polluted and more dangerous. If the roading department was to end tomorrow, Stratford would be a better place.
4	I'm part of the Stratford Primary School Community.	Very supportive	I think this is going to be amazing and really looking forward to this happening I live on Regan Street across from stratford primary in your notes you said something about drive ways are you going to do some like a stop sign for them to know to check a drive way ahead and to check if a car is Coming before crossing or something along those lines? I think it's a really important for the kids to know that they have got to check a drive way before crossing thanks for reading.	N/A	N/A
5	N/A	Very supportive	N/A	N/A	N/A
6	The changes are in an area I travel through regularly.	Unsupportive	N/A	N/A	Avon school does not need any upgrades to the cycle or walking paths it's a tiny school with a declining role and no children who cycle to school regularly.

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7	My home is on a street that will be affected. The changes are in an area I travel through regularly. The changes are in an area I travel through sometimes. I'm not directly affected, but I'm interested.	Very unsupportive	N/A	N/A	N/A
8	The changes are in an area I travel through regularly.	Very Supportive	Absolutely love the changes proposed, I think it's important to keep the town's branding in mind along with these changes and ensure that the beauty of our town is enhanced. Looking forward to seeing it all happen.	Fantastic that there are barriers in place between the cycle lane and other vehicles, as this will feel a lot safer to use.	N/A
9	My home is on a street that will be affected. I'm part of the Stratford Primary School Community.	Unsupportive	The phase one plan for hamlet street, doesn't seem Too well thought through. You plan on putting the bike lane done one side of the road and reducing the width that is available to cars, you also plan on putting a barrier up on the road to divide the bike lane and the lane for cars, but there will have to splits in the barrier every driveway to allow access, and this effects the rubbish trucks as they won't be able to collect rubbish from that side. I live down the Stratford primary side and this will effect school pick up as there will be no parking down hamlet street now. I believe primary age children shouldn't be biking on the road anyways as it's quite a busy street and by having both bike lanes side by side, how are we to make sure the children stay in the correct lane as most don't understand the road rules,(and why should they) What I propose is down hamlet street we have very wide berms, so why can't we widen the footpaths and create the bike lane down there? Plenty of room and this won't effect parking, rubbish trucks, visibility for vehicles reversing onto the road from driveways. Etc I really hope you reconsider as this has been done in Christchurch and it doesn't get used in the way it's intended and all it's done is remove parking	N/A	N/A
10	The changes are in an area I travel through some times.	Supportive	Will this impact my ability to get around Stratford on a mobility scooter? I am disabled after a stroke.	Children will be safer and that's brilliant.	N/A
11	My home is on a street that will be affected My business is on a street that will be affected The changes are in an area I travel through regularly	Very unsupportive	I live at 19 Hamlet Street and I am directly impacted by these proposed plans. 1. Hamlet Street North has no giveaway signs on side streets and for this reason it is used by busses and trucks as well as cars. The plan will force cars, busses and trucks using Hamlet Street North to travel closer to each other, because the lanes will be narrower. This makes Hamlet Street less safe to travel on. 2. The narrow lanes (3.5m) will prevent any parking on the east side of the road. 3. The cycle lane will prevent any parking on the west side of the road. We often park vehicles outside our property for a few hours. (Vehicle and boat, bus). 4. Guests visiting us will be forced to park in our driveway and reverse out, and/or park on a completely different street. 5. Because there can't be any safe roadside parking on either side of Hamlet Street North, rubbish collection will be impossible and delivery of any large goods, will not be possible. A solution to these problems would be to change the sidewalk to a shared path which could be used by pedestrians, bikes, scooters, mobility scooters, and posties. (NB Your cross-section plan incorrectly states that the footpath is 1.5m. It is in fact 1.2 m. I understand that the long term plan is to increase Stratford sidewalks to 1.5m. I suggest that this sidewalk is widened to 2m and that would be adequate for shared use. This simple change would retain the current street width and accommodate shared use safely	Comments specific to Hamlet Street North. Dislike 1. A 3.5m south bound lane will prevent any parking on the east side of the street. Because the cycle way is on the west side, there is effectively no parking at all on Hamlet Street North. This is not acceptable for deliveries, emergencies, visitor parking, or rubbish collection. 2. The cross-section plan is incorrect. There is a 1.5m mown strip from the boundary to the sidewalk. The sidewalk is 1.2m wide. 3. A cyclist traveling south to Stratford Primary School will be 1m away from oncoming cars. 4. Current typical school use that I have observed is a child on a bike and a parent with a push chair using the sidewalk, travelling south to Stratford Primary School. It is very unlikely that the parent will prefer he child to be 8.6m away from them, and only 1m away from oncoming cars. 5. Occasionally individual children ride on the sidewalk along Hamlet Street. I understand that riding on the footpath is considered the safest place to be. However, riders must be taught how to ride safely. It is my habit to do a 3-point turn, so that I can drive, rather than reverse out of my driveway. Earlier this year, while stationary in my driveway, waiting for a service vehicle turn from Seyton Street onto Hamlet Street, a young cyclist rode into the side of my car. I checked that he was OK and he said he didn't see me and that his brakes didn't work. There was scratching damage to my car. 6. The proposed Typical Road Crossing (Raised Crossing) has either two giveaway lines, one before and one after the raised crossing, or one before the raised crossing. Where there are two giveaway lines there is not enough distance for a truck, vehicle with a trailer to stop at the last giveaway line without blocking the raised crossing. Where there is one giveaway line, before the raised crossing (for left turning traffic) there is not enough distance from the intersection to prevent along vehicle from obstructing the corner (eg westbound on Pembroke Road and turning into Hamlet Street, or northbound on Hamlet Street and turning into Oliva Street). 7. It is impossible for a south bound long vehicle (bus, vehicle and trailer) to turn left from Hamlet Street onto Seyton Street without crossing onto the wrong side of the road - the turning circle from a 3.5m lane is too tight. 8. The plans do not include information as to the design or width of the proposed shared space on Pembroke Road. 9. The plans do not include information on the location of the proposed crossing on Pembroke Road for Taranaki Dio. Many Taranaki Dio students arrive by bus. The bus stops opposite Taranaki Dio driveway on Pembroke Road. For the crossing to be safe, consideration must be given to where the buses would stop. General Comments 1. As a recreational cyclist, this proposal creates a confusion of different options, and hasn't adequately addressed transition from on-road cycling to using dedicated cycle ways. 2. The NUMBER ONE safety issue for cyclists is navigating State Highway 3. The proposed plan does not address this issue. An underpass for SH3 is essential to provide long term improvement in cycling safety	I appreciated the opportunity to talk directly to SDC Staff regarding this plan. It was good to voice my concerns and suggestions. I would welcome an opportunity to voice my concerns directly to decision makers. I would like to invite decision makers to travel to these streets in a bus or truck and trailer to understand the implications of these proposed plans. If transport is required, I can arrange this.

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12	My home is on a street that will be affected	Very unsupportive	Very unsupportive of the current plans for Hamlet Street Hamlet Street is a very busy with road traffic using it to get from Pembroke Road to Regan Street to get onto Broadway via the roundabouts rather than using the Pembroke Road/Broadway intersection due to it being so hard to get across north bound traffic. Narrowing Hamlet roadway to allow for a cycle lane will mean no parking is available on either side of the street.	Narrowing Hamlet roadway to allow for a cycle lane will mean no parking is available on either side of the street	Better solutions would be to either: Increase the width of the footpath to incorporate the cycle lane Increase the width of the road to allow for the cycle lane
13	My home is on a street that will be affected My business is on a street that will be affected	Very unsupportive	I have observed the traffic movement of bicycles past our house, about 3 per day. I have a number of concerns, and I think STDC can do better. Having a raised speed table just off Pembroke Road is dangerous unless you also incorporate a turning bay on Pembroke Road. The vehicle movements onto Hamlet Street in the morning are very busy and fast. If you have the raised speed table at that site, there will be nose-to-tail accidents and any child crossing at that point will be vulnerable. I suggest moving or alternatively, put a pedestrian crossing closer to the Stratford Primary School. This in addition to my next suggestion. We have a number of residents on Hamlet Street who are tradies, and park outside their houses. We all need tradies servicing our houses and sections, delivery vehicles, visitors. Taking part of our carriage-way just doesn't work... where are they going to park? On the grass berm? I suggest that since the Council hasn't upgraded our horrible footpaths on our street, that they widen them and use half of them for the bicycles, which use the footpath anyway - and you don't have kids on bicycles a mere metre away from cars. And traffic does speed on our street. Do you due diligence - have someone monitor traffic movements, and build some hing hat actually works. I sell Rawleighs from our house - I have elderly customers who dont want to reverse out of my driveway - so they park on the carriageway which is, currently, wide enough. Do I close down my business because my customers refuse to come? I receive Rawleighs from couriers - how do they reverse out into the street if they dont have a safe area in which to do so. You need to have a rethink and do some hing that works.	Like that you're trying to keep our children safe. Dislike: hat you've not thought about a better way. Dislike that you're taking away our space to park, to have visitors, to receive tradies, plumbers, roofers, builders, to park outside our homes. Dislike that with the speed bump near Pembroke Road that its going to cause accidents - nose to tails - first thing in the morning when kids are coming to school. The cars race down there, and also tractors, trucks, school buses all use Hamlet Street. Dislike: hat our footpath needs upgrading, and that's a problem for the elderly who can't negotiate it safely. Replace the footpath and make it wider for the kids on bicycles. Dislike that you're putting them side by side of the cars driving, sometimes at more than the speed limit. We've lived here since 2017, and speeding cars has been a constant occurrence.	N/A
14	My home is on a street that will be affected The changes are in an area I travel through regularly I'm part of the Stratford High School community	Unsupportive	N/A	It's a waste of money doing a cycle track down Celia Street as nobody cycles down there	N/A
15	My home is on a street that will be affected I'm part of the Taranaki Diocesan School community	Supportive	I am concerned about parking for visitors in the areas designated to become a bicycle lane. The idea has been raised by neighbours that it would make more sense to widen the pathway on the berm so you can have two lanes one for foot traffic and one for bicycles. I would be highly supportive of this plan	I like the idea of safe lanes for bicycles and footpaths. I do not like the idea of losing street parking in front of properties	N/A
16	My home is on a street that will be affected The changes are in an area I travel through regularly I'm part of the St Joseph's School community	Very Supportive			
17	I'm part of the St Joseph's School community	Unsupportive	We regularly attend mass at the immaculate conception church directly across the road from st Joseph's school and having parking available outside the church is very important. Not only for ourselves w h young children but also for the older members of the church who could find any added distance between their vehicle and the church a barrier to attending services	N/A	N/A
18	I'm not directly affected, but I'm interested	Very Supportive		N/A	N/A
19	I'm part of the Stratford Primary School community	Very Unsupportive	N/A	What about sticking to basic council services. Potholes, refuse collection cluttering streets with orange cones.....	N/A
20	The changes are in an area I travel through regularly	Very Unsupportive	I don't see any plans how people are going to cross the very busy SH3	Like none of it and especially the ratepayers having to pay 20% of the cost don't you people understand people are struggling now without he extra cost of this unnecessary plan along with your rubbish collection changes.	Our rates from 2014 to2020 increased \$570.70 that's 7 years but in the last 3 years they have increased \$605.26 that explains a lot doesn't it and on the rubbish side of your plans you cut our bins to half the size a few years back now you want to cut it in half again with fortnightly pickups if you planned right instead of wasting money on a site south of Eltham to send our rubbish maybe we wouldn't be faced with this problem
21	I'm not directly affected, but I'm interested	Unsupportive	N/A	N/A	I Feel this is a pretty wishful project. We have been given a pretty plan of what is going to happen. I did not realize Democracy worked by this will happen. In reality this is a pretty stupid idea. Do you really believe later generations are going to use it. How much is it going to increase my rates. Did you not realize there is a cost of living problem. I went around the schools bike sheds only Stratford had one. 2 scouts came in the car, they will still be dropped off when it comes.

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22	My home is on a street that will be affected I'm part of the St.Joseph's School community	Very Unsupportive	Concerns around the footpaths will be reduced with these cycleways The catholic church will be directly impacted the reductions with car parks. Funeral can at times take up both sides of Miranda street in parking. This proposal will impact on those with disabilities getting access to the church. Concern around how congested the swimming pool area will be. Part of living in a rural town is the lack of congestion with traffic.	I dislike the waste of tax payers money be wasted. Having reared a large family I am aware of the changes in children transport arrangement. 1. Saint Joseph have a high percentage of rural children who need to be transported into town 2. To provide children good weather proof gear needed to bike is beyond the high majority of families budget. 3. More parents are now working meaning children are in care and do not go straight home.	If we were interested in the safety of our children we would make the bridge by the old swimming pool wider.
23	My business is on a street that will be affected The changes are in an area I travel through regularly The changes are in an area I travel through some times	Very Unsupportive	Regan Street health Centre is my business (89 Regan Street), on corner of Regan and Miranda street. Currently there are 2 health providers in this building and a 3rd will enter soon in this building. Most of my patients are elderly and some disabled. It must be mentioned that many people get injured as well, so even the young can end up with mobility difficulties, not just the elderly. In front of the Stratford Health Centre is a big gutter (parking area). I already asked the practice manager to email the council and asked to fix this. We already had a few accidents of elderly during the last few years. We will need more parking's for sure if his plan goes ahead.	Stratford is very wet as well, I cant see all the school children will be on their bikes in the winter time or when its raining. In the end the parents will drop their kids off at schools. I see this as the START of a long term plan by the govt. This is not going to stop here. The money the govt will provide is not that we going to miss out, this would be used for the "demands/ideas" of the govt and most people might not want this to go ahead, certainly word from my patients what I hear everyday I could not find one that wants this to happen. AND on top of this, we, the residents will need to TOP this up with our rates. This will cost US more money. And before we know, this plan will be extended to ALL the streets not just as planned currently. This can easily also result into a 15 minute city, that we know the govt plans to do. Many of my patients lives in other towns and at the back. They make plans to come into town from far, some elderly and they need enough parking in Broadway as well. To take more parks away in Broadway wont be good for the businesses in town.	I am very happy with the fact that he major asked for more time. This plan, to work through, needs MUCH MUCH more time, we need ALL the information, also from the govt,(WITH guarantees that we wont end up as e.g. a 15 min city and that his plan won't extend to more streets in Stratford) and the fact that the govt wants this to be PUSHED in a quick period of time. Its common sense to me that there is a reason they want this to be pushed through with a sort time period, so I don't trust this.
24	My home is on a street that will be affected.	Very supportive	I would like to see these changes being made as currently we notice quite a few speeding drivers down our street which goes past the school. I think the humps and narrower street would help a lot to slow them down and therefore safer for everyone. I really hope people use the bike lane when it is completed but I fear that people are too used to driving and won't change	N/A	Something I would like to see is more place to park and lock your bikes outside shops in town and the supermarkets.
25	The changes are in an area I travel through regularly	Very Unsupportive	Firstly I am appalled that you haven't included the Immaculate Conception Parish as being affected by these changes.They are significantly inconvenienced by these suggestions with regards to parking. From what I can gather it seems as though the power poles already there will end up in the middle of the footpath on the school side this is implemented. I continue to object that the Council are being played by Central Government to implement their ridiculous ideological policies.Just because they are contributing 80 % of the funding that brings with it their usual practise of allowing no consultation with the community,let alone our elected representatives, here is nothing worse from a PR point of view saying that this is going to happen it makes a mockery of democracy. What happens when the project fails to be finished within their timeframe and their budget? Will the Council have to pick up the outstanding costs? I see absolutely no value in this at all I only see disruption,discontent and dismay if you are having to spend circa 7 million go to the community to get their views and their buy in. At a time where our health system,our law and order,National roads,education,economic failure,inflation,overseas debt are all catastrophically failing,this project is an affront to almost everyone.	Please see above I see absolutely no value in this at all if the object is to get kids on bikes or walking then good luck. Where these walking, cycling lanes have been implemented around the country here has been an outcry from all affected parties,retail,schools and other communities. If it must go ahead for whatever reason then a much simplified option would surely be Portia street which links with the footbridge and is a shorter distance to Hamlet Street. You may even wish to consider stopping the road on Portia Street,somewhere opposite the middle of the car park at the TET stadium so as to allow foot traffic across to the netball courts, the stadium and King Edward park.Those businesses north of the barrier would exit and enter from Regan Street and those south of the barrier would enter and exit from Fenton Street. I dislike intensely the almost indecent haste and demands of projects such as this.If it goes ahead as per the suggested plan there will be an outcry as sadly not too many people choose to get involved until it is too late.Numbers of people who put their names forward for Council are dropping numbers of people who vote are dropping.There are obviously barriers or impediments that create this situation but I suggest one of them is the way that we are treated by Central and Local government with respect to consultation.To be told this is going to happen is an affront to all that we held as sacrosanct to democracy	N/A
26	The changes are in an area I travel through regularly	Very Unsupportive	N/A	Stratford is going to be known as the town of humps. The humps that have been installed at the high school are a financial waste of money, a shambles and a hazard due to some ticket clipping consultants idea. Not once have I seen a cyclist use the shambles of the so called safety set up installed when I have driven along Swansea Road. It is an area that is only used at short times of the day over the school year. It is total frustration when so called users of these safety nets are not about yet road users are expected to slow right down 7 days of the week for 52 weeks. Is this safety and fair? Driving at the legal speed limit you are met with a hump that is barely noticeable and slow right down and hope the rear end of your vehicle doesn't get hit by the driver following. They are a hazard to motorists.Vehicles should be able to free flow at the speed limit and not bank up. These new humps are going to be placed in areas of high traffic volume and there will be frustrations from motorists for a minority group. This is not smart council to be told to go along with these humps. They are pot holes that could be repaired with the fund) in reverse. There is no accountability by consultants when their ideas go pear shaped which is wrong in today's work safe society. I would like to draw your attention to a recent media article regarding the yellow dots some consultant recommended round the hump areas. Due to this shocking decision a nasty accident has happened with a pedestrian slipping and the dots are now being frantically removed not at the consultants expense I believe. I note the yellow dots are at the high school so what happens now. The same will apply to the paint which is shown on the plans from Land Transport - it is slippery	I am shocked to read council has to go along with poorly designed cyclelanes to push Land Transport climate change agenda. Rate payers are doing it tough out there at the present time and the continuation of directives from Land Transport is going to have an enormous impact financially on Stratford. To read the recently built Aquatic Centre that is at present funded by rates is now going to be changed plus a potential purchase of a building are out of reach for most in this community. This project is what council have been told to sell to Stratford with no consultation, before it was put in place Where has council shown the rate payers the impact this will have on rates with the 20 per cent to be funded plus ongoing maintenance costs. Also most Land Transport projects result in large over runs and who is going to be responsible for this blow out. What costing of the project by council has been done? Why does council have to come up with 20 per cent? Where is the record of the number of cyclists out and about in our town to justify backing this project rather than on assumptions? What are alternative cheaper options for cycleways to blend in with our town rather than 'city driven ideas' for rural towns? In the current cost of living crisis how can this be a feel good factor for struggling families by putting your arm around them and taking more out of their back pocket. The tree should be trimmed from the top. Ask Land Transport why when they make an announcement for a project it takes them years to commence yet they expect council to "rush" through a poorly thought out project for local conditions in a short time frame. Simply the government of the day should get over their short term needs for publicity rather than what best suits the area. There have been the Island Bay cycleway debacle, Tim Tam highway in Auckland (rippled out after less than a year), Invercargill. Poorly thought out feel good bureaucratic decisions and who pays the rate payer. The mayor of Porturia was on TV news 21/8/23 and said Land Transport should concentrate on the state highways and not direct transport choices in councils. Push back on the transport minister and when/if funding is available for cycleways do what is right for our town rather than be pushed by others

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27	I'm part of the St Joseph's School community	Very Unsupportive	I'm part of St Joseph's school and I can't ride a bike and I can barely walk due to my disability. My child also cannot do those things. We both require disabled car parks, not pointless cycle lanes on extremely wide roads. (We live a 20 minute drive out of Stratford). If any safety changes need to be made then please add a traffic light at the clock tower pedestrian crossing like in Inglewood (but please don't add the speed bump, we have enough potholes damaging our vehicles). A crossing on the corner of Miranda and page street will be helpful for kids crossing the road. Also, can the Stratford primary crossing be moved away from the corner intersection towards Brecon road. My car was rear ended and written off a few years ago while I was stopped waiting for families after school to cross the road, it's too busy of an intersection with lots of distractions. A couple more things to add would be a main road pedestrian crossing near the northern dairy and a roundabout outside the Midhurst school intersection. Cheers	I personally don't like any of it. Get the roads up to standard first, yeah.	You have extended the 50k speed limit area towards the mountain, can this also be changed at the south end of Broadway please. 50k further south to Warwick road and 70k hills road / pioneer village area. Just an idea as lots of young kids and elderly live in that 70k area
28	The changes are in an area I travel through regularly I'm part of the St Joseph's School community	Very Unsupportive	I regularly drop grandchildren to St Joseph's school and attend local mass at the Immaculate Conception. This road is already congested at school drop offs, pick ups, mass and funeral times let alone implementing the new proposal which would become a huge health and safety risk to the community. I suggest strongly to reconsider and use Portia Street to implement the proposal which would be far safer, sensible and less impact on so many people. I hope that common sense prevails. Thank you	As above	N/A
29	My home is on a street that will be affected	Very Unsupportive	N/A	Concerned cost of project with no guaranteed outcome for the desired result. Reduction of parking spaces for elderly residents	N/A
30	My home is on a street that will be affected	Very Unsupportive	Why not widen footpaths?	Increase in our rates. On going maintenance costs reducing funds for other road maintenance. very impracticable as we have wet and cold winters in stratford and parents will drop off and pick up children on these days.	N/A
31	The changes are in an area I travel through regularly	Very Unsupportive	More parking IS NEEDED not less. More people will use the pool than people using cycle lanes. TRUCKS travelling along Broadway is the most urgent matter to address in Stratford especially with only one pedestrian crossing. They should not be permitted through the shopping area. Listen to the locals - please	See above Consultation should have been carried out with ALL households before his plan was set in place NOT AFTER	THIS PLAN SHOULD BE SCRAPPED
32	My business is on a street that will be affected. I'm part of the Avon School community	Very supportive	We have a few concerns about the changes happening on Miranda Street. We run a business out of 82 Miranda St, alongside the Dentist. We have 11 employees on the books and with the placing of your pedestrian crossings you are removing all of our car parks on both sides of road. This leaves our employees with no where to park, as well as visitors to the building. We also have a Podiatrist who works out of our office twice a week. Her patients are often elderly or have restricted movement, which means they need easy access to the building without walking a distance to get here. I also have concerns about how close the crossings are to the intersection. We have seen intersections placed like this throughout Taranaki over the past. One resulted in a death of a young girl in Inglewood and many of the others have been removed and replaced further down the road. With the speed of cars coming around this corner, I strongly believe that there are huge health and safety risks associated with this. I can see what you are trying to achieve, however I do not believe we need three on the same piece of road and if you do feel the need for this please move them further down the road, for the absolute safety of our tamariki and to continue to support local businesses.	N/A	N/A
33	The changes are in an area I travel through some times.	Neutral	N/A	I really like the idea of things being made safe for cyclists and pedestrians however it troubles me that this is often at the expense of the safety of motorists and productivity of the region. Raised pedestrian crossings result in slowing of vehicles 24/7 for the sake of a couple of hours of peak pedestrian / cycle activity. Has it also been considered that the slowing and speeding up of traffic increases emissions, not just at the point of the crossing but throughout the tail as the accordion effect flows down the line of vehicles? I would also be interested to know if a risk assessment has been carried out to weigh the reduced risk to cyclists / pedestrians vs the increase in risk to motorists brought about by the changes (narrowing of lanes, cyclists now biking towards on coming traffic potentially causing motorists to drift to the centre of the road where this is potential to contact other vehicles etc. I am also concerned / interested in the two way cycle lanes. Have these been used in other towns / regions is there evidence of their success in reducing incidents? Is there any data driving the changes i.e. is Stratford council tracking pedestrian / cycling incidents and is there an upward trend or is this a case of people just believing it would be a good idea?	My desire for my children (and adults for that matter) is that they are raised to respect the laws of physics. I do not wish for them to have an expectation the world will keep them safe, rather, for them to keep themselves safe in the world. I consider this my responsibility as a parent to instill this respect in them

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34	<p>The changes are in an area I travel through regularly</p> <p>Made their own tick box for the following: I'm part of the St Joseph's School Community</p> <p>I'm part of the Immaculate Conception Church Community</p>	Unsupportive	<p>Parking Spaces taken away. Less space for parking and trying to leave both the school and Immaculate Conception Parish.</p>	<p>I'm not sure you did proper due diligence of the number of business that you will affect. You had the audacity to hold a meeting in St Joseph's School Hall, but didn't bother to put their name on this form. I see that as a bad typo with no checking or pure ignorance on your part. Narrowing the street will only create issues. We have a lot of elderly drivers and many parents with children, so reversing directly into the driving lane will be much more dangerous than the road layout is at present. Putting in High Rise pedestrian crossing will definitely slow the traffic down, but again it is ignorance to take away so many car parks from those business. To admit at the meeting that you did not know those business existed, was a dismay to all who attended.</p>	<p>I expected better. We all understand your tight deadline, but I feel you have rushed the process. I do hope you do take onboard our thoughts and perhaps look into Alex Kurigers suggestion to use the back of the school to drop off and pick up children. Please don't make a street to suit your best option. Design it for the "users". I have faith in you adjusting your original plan. I understand it was an informal meeting, but someone should have jotted down some notes.</p>
35	<p>My home is on a street that will be affected</p> <p>The changes are in an area I travel through regularly</p> <p>I'm part of the Stratford High School community</p>	Very Unsupportive	N/A	<p>I do not agree with the proposed cycleways. I think this is an unnecessary use of taxpayer and ratepayer money. Just because the government is offering this money, doesn't mean you should take it. It is not free money, it is still ratepayer money, just in the form of tax. Stratford ratepayers will still have to come up with 1.5 million dollars for this project. Are we borrowing that? And how are we paying for the cycleways that are being proposed to be added in future years after this initial work has been done? How are we paying for the maintenance of these cycleways? Times are about to get very hard economically, now is not the time for the council to be starting "nice to have" projects.</p> <p>I sat in on a council meeting where Cr Jones asked how the council had got their costings so wrong with the new pool. I heard one council staff member say, "We've never done a project this big", (that's when you ask somebody who has or other councils who have, for advice) and another council staff member said, "inflation and electricity price rises". Really? That's the level of accountability we can expect? I don't have any faith the cycleway project can be carried out in a timely and cost effective manner. (Council staff are already admitting this is a rushed project). We had a water main replaced up our street well over a year ago. The work carried out for ages and it took a long time for the footpaths to be reinstated. Our neighbour ended up sowing his own grass seed on his road frontage before winter set in because we didn't know if anybody was coming back to finish the job. The reinstatement of the road and our frontages was shoddy to say the least and our front wall was damaged when they were digging the water main. We are still waiting for somebody from the council to come and have a look. Does the council not inspect contractor's work? Is this what we can expect from the cycleway project?</p> <p>I'm a keen cyclist. I ask you as you drive around town to glance down each side street you go past. You'll be lucky to see one car on the road. Our roads are lovely and wide and relatively quiet. No need for dedicated cycleways, that can only be used as cycleways and will probably only be used very occasionally, when it could be kept as roadway and used by all. The main problem in town is the busy main road and the chaos that ensues outside Stratford Primary in the mornings and afternoons during the week. Provide safe crossings across the main road and take the school parking outside Stratford Primary, off road. There is enough space in front of the school buildings to get the school traffic right away from the road. I have seen some discussions online about the proposed cycleways. Some are saying, "The lycra clad brigade better not be using these cycleways, they go too fast", with others saying, "Cyclists better not be on the road now they have their own cycleways". So I'm going to be damned if I do and damned if I don't. Not a great way to encourage cycling.</p> <p>Some final questions: Why are ratepayers paying for bike sheds at the schools? How often will the cycleways be swept? (It will have to be daily at least to keep them safe and functional) Why 3 raised crossings in about the space of about 300m, along Portia Street, between Regan and Fernon? How are kids managing to get to the cycleways or do all the kids who will bike to school live enroute of these cycleways? What is the age of kids allowed on the cycleways unsupervised? Do the kids know which side of the road they are supposed to ride on when they get off the cycleway? If these cycleways go ahead, I look forward to seeing all the council staff's bikes parked outside council during work hours, (that will free up those council carparks at the back of the council on Portia street for the public, as that road will be very short of parking), and seeing all the Councillor's bikes parked outside the next council meeting I attend. Please, I ask you to seriously reconsider spending my money in this fashion. Now is not the time for this sort of spending.</p>	N/A

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36	<p>My home is on a street that will be affected</p> <p>The changes are in an area I travel through regularly</p>	Unsupportive	<p>I do not support the proposed plans for "safer cycling and walking in Stratford". I get the impression that it is a "copy and paste" exercise from the planners and that the sites have not actually been surveyed or monitored for effects and needs. It appears to me that the plans are the same as being suggested for New Plymouth and Hamilton - overkill for the population of Stratford! As has already been pointed out by other presenters, wider foot paths would meet most of the objectives the community needs and is looking for. In my observation, the biggest safety challenge in Stratford is posed by the near constant flow of highway traffic through Broadway. I'm led to believe that the reason so many children are carried to school in motor vehicles is due to the challenge of safely crossing Broadway at peak traffic times, school times.</p> <p>I cycle around Stratford regularly and do not have a problem on urban streets. Traffic movement is low and generally at safe speeds, compared to the highway sections with high density and heavy vehicles.</p> <p>The recommendations for raised crossing platforms have merit in only very selected locations in my opinion. I really do question the logic of the new one on Hamlet Street, an area I cycle through regularly. I'm sure a well painted and sign posted one would have served every bit as well. Maybe one on Celia Street and on Pembroke Road could be justified. Otherwise, I see no logic in them. They are hugely expensive and disruptive to the community generally for what I see as limited value as regards safety on our streets. The current managed crossing outside Stratford Primary works very well and could perhaps be replicated at other pinch points as a much cheaper alternative, and a very effective one. Well painted and sign posted crossings work as well as fancy raised platforms for much less capital cost.</p> <p>One suggestion that needs to be followed up on though is the need to repair the verge outside the playing fields at Stratford Primary and create a safe parking space for the large number of vehicles that use the space on a regular basis for the regular sporting events held on the fields, summer and winter. The area is getting very damaged and degraded.</p> <p>The planned changes for the intersection of Brecon Road and Regan Street (two dead end streets) defy logic in my opinion. This is overkill for a minor intersection that I pass through several times a day, either cycling or by car. Here again I question whether the planners even visited the site and did a traffic count to determine the needs for changes/upgrades.</p>	<p>I don't like the suggested separate cycle tracks being adjacent to the roadway. If it is to be safe cycle way for school children, the cycle way needs to be as far removed from moving and parked cars as possible. Parked cars are a major hazard from doors being opened in your path. I always give parked cars a wide berth to avoid danger of doors being opened in my path. It has already been suggested that a simple and probably much less expensive remedy to improve cycling safety is to widen existing footpaths to make them shared paths. Many of our streets have very wide berms and a wider footpath would benefit all - pedestrians, mobility scooter users and mothers with baby buggies and cyclists. This would allow the parking of cars on road edges without compromising road width or existing parking arrangements.</p> <p>I don't think the removal of the parking at the pool, Wai o Rua, is a logical plan at all. There is such a shortage of parking in the area at the best of times and this would only exacerbate the problem. As a possible alternative, can I ask what is the field alongside the pool ever used for? I have never seen any organised activity there and wonder if part of it could be utilised as a parking area for the pool and adjacent sports facilities?</p> <p>When will the old Post Office ever be demolished, and at what cost? If it ever happens, I'm sure the additional parking could be utilised but, in the meantime, don't take away the current heavily utilised spaces.</p>	<p>I am aware that our Mayor is of the opinion that Stratford does not need traffic lights. However, in order to improve safety for all road users, I think it might be time to reconsider this position. Having observed the difference, the lights in Inglewood have made to safe crossing a very busy highway, lights could be the single biggest safety improvement Stratford could make to allow all people, no in vehicles, to cross from one side of Stratford to the other safely at any time of the day.</p> <p>Having watched parents trying to escort young families across the main road to get to school or playcentre etc, it is obvious that something needs to be done to enable a safe passage. This would allow children to move safely without the need of escorts and enable them to get to school or wherever independently - no motor vehicles needed!</p> <p>To sum up my thoughts,</p> <ol style="list-style-type: none"> 1) A safer crossing, for children in particular, but all citizens generally, across the Broadway/highway intersections is really the most important consideration to enable more mobility around town, without the use of motor vehicles. 2) Wider footpaths would be a much more cost-effective mobility aid than elaborate cycle paths in Stratford. 3) Before any changes are made, I would recommend that all sites be inspected for feasibility and need. Many of the ideas floated are a make work, nice to have expensive project that cannot really be justified by the needs of a community the size of Stratford. 4) Meet our needs, not cut and paste plans from a larger population centre. Thank you for the opportunity to make suggestions and observations. This is a major opportunity for Stratford, and it needs to be done once and done right! Not rushed to meet some imposed deadline.
37	<p>My home is on a street that will be affected</p> <p>My business is on a street that will be affected</p> <p>The changes are in an area I travel through regularly</p> <p>I'm part of the St Joseph School Community</p>	Very Unsupportive	<p>If track goes on our church parking all to hell school parking to let children off with school kids getting left off if no parking at school. I see young children hopping out of cars on school side jump out go a few steps stop and wave to mum or dad. If let off church side they would be on road waving to Mum or Dad a disaster waiting too happen.</p> <p>Can't you leave road away and put 30kms on street between Page and Celia Street. If parking for kids on Portia Street I can see parent not wanting kids to walk over wet playground. Colin Hancock 93 years retired.</p>	Page St to school I see only 2 bikes while having breakfast. I went to this school 120kids 60 bikes per day.	
38	I'm part of the St Joseph's School community	as not ticked how she feels about the	<p>While the cycle lanes may be safer for people on bikes making the roads narrower is more dangerous for motorists. I would not like Miranda Street between Page and Celia Streets narrowed for a cycle lane. There is a school on one side of the road and Catholic Church on the other. Both are busy during the week with school and church and meetings at the other. By narrowing the road 3.5 metres is just asking for accidents.</p>	N/A	N/A
39	I'm part of the Stratford Primary School community	Very supportive		On Hamlet Street could the cycleway be closer to the footpath as the road is narrow with many cars parking there.	
40	<p>The changes are in an area I travel through regularly</p> <p>Made own tick box for: I am part of the Stratford Catholic Church community</p>	Unsupportive	<p>Our Catholic Church members are very impacted by the plan. It seems no thought has been given to the loss of 60 parking places outside the church and school on Miranda Street.</p> <p>The church and Hall are used every day and if there is a funnel there could be up to 300 cars needing parking.</p> <p>Also by narrowing the road backing out from a car space is very dangerous. A lot of our Parishioners are elderly.</p>	N/A	N/A
41	<p>The changes are in an area I travel through regularly</p> <p>I'm part of the Stratford Primary School community</p>	Neutral	N/A	A lot of people park on Regan Street and Hamlet Street to pick up and drop off their children especially on days when it's raining, my children are going to have to walk a longer distance to get to the car. Raised crossing points is great. The bridge should be repaired as even with bike lanes many children will still use the bridge to cross as it is faster and they won't need to be on the main road. I would rather have my kids be able to get to my car during wet weather with less chance of becoming sick. I do wish more thought was put towards this action thinking about all scenarios not just children biking on days with weather suitable for biking.	N/A

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42	My home is on a street that will be affected	Very Unsupportive	To whom this may concern, I am opposed to the construction of this cycleway in any form. The financial benefit of the cycleway poses minimal Return on investment for usage the asset will receive. Although the upfront cost is projected as low. Upkeep and maintenance will be of significant cost to the ratepayer. It is also no secret infrastructure projects go over budget and with all likelihood the rate payer will again pay this cost. Caveats - The Caveats of the funding mechanism have not been clearly explained. It is important Stratford District Council are upfront and transparent with the community before this project is greenlit. Conditions imposed by a central Government funding model can have short and long term consequences that can impact the economy, community values and democratic integrity. Utility - A cycleway would have little utility for the broader community of Stratford. Stratford has wide streets and with minimal Traffic. These features are Unique to New Zealand towns and perfect to support the current demand for cycling. I urge you to look at case studies, social media and news reports nation-wide and it would indicate public opinion strongly opposes Cycleways. Stratford is a rural town with a low population density that does not require a cycleway.	I like nothing about this project. Very few of the projects financials and caveats have been explained in detail. The project has very little utility or ROI and will cost the community significantly in long term Maintenance costs.	N/A
43	The changes are in an area I travel through some times. I'm not directly affected, but I'm interested	Very Unsupportive	N/A	Cost.	N/A
44	The changes are in an area I travel through regularly	Very Unsupportive	Please reconsider your pedestrian crossing outside Wai o Rua swimming complex. Having parking across the street for some families may be safe but for others crossing the street with children can be a disaster!!! Children get excited and have no traffic sense. You need parking on the same side of the pool. Also for those who have mobility issues, they don't qualify for a mobility card but their mobility is restricted. Stratford weather can be hideous and it's during the worst weather those with mobility issues need the pool!! Both situations as describe impact on my family. Grandchildren who get excited when going to the pool and we have mobility issues	The planned pedestrian crossing by the pool. There's areas around the pool for cycleways that would not impact on the pool entrance.	N/A
45	My home is on a street that will be affected	Unsupportive	We would prefer the cycleway to be incorporated into the footpath as it is proposed from Page St to Celia rather than if taking up curbside past our house to Avon School. It has implications for parking and as my partner drives a delivery truck which he parks on the side of the road overnight it means that is affected. I realise that we are one house objecting about this as it affects us but if he now has to park on the opposite side of a road made smaller by a cycleway this will affect traffic and probably our relationship with neighbours across the road.	Like: The promotion of alternative forms of transport that protects the environment and provides safety on the road for cyclists and mobility scooters. Dislike: I think it may be a waste of money. We have lived on this street for over 10 years. I have very rarely seen any children biking to school. In fact I have very rarely seen ANYONE cycling these streets. How do you propose to encourage people to bike? Change in the lifelong habit of inertia that seems to represent most people these days. I walk my dog daily and very rarely see anyone out on the streets getting any form of exercise at all.	The children from the school tend to walk home. I wonder how many actually can afford bicycles for their children as most struggle to cover basic bills. I have a feeling that you will spend all this money on a scheme that will not be used to its full potential. If you are going to provide a footpath for mobility scooters why not just extend that onto the Celia-Warwick St footpath so that both cyclists and mobility scooters can utilise it? I have seen more mobility scooters use Stratford Roads than cyclists. I think also you have to consider why parents prefer to pick up their kids from school rather than let their children walk or bike. If you can provide safety from the threats other people pose to children you may get some traction in encouraging parents to let their kids cycle or walk home alone.
46	The changes are in an area I travel through regularly Made own tick box for: I am part of the Stratford School Community/ Catholic Church community	Unsupportive	I strongly object to these changes!	I object to these plans, because we need all parking in Miranda St for school & Church. We often have funerals - lots of elderly & often frail people present. Even on a regular Sunday mass. This plan would affect the Dentist and Podiatrist access for patients.	We also hold a social afternoon tea for the elderly - We need plenty of available parking for this. If we did <u>Not</u> have parking available - the people would <u>Not</u> come. Which would be a shame. If this cycleway is to go ahead - why can't it go behind St Josephs School onto Portia St? Far more sensible.
47	The changes are in an area I travel through regularly Made own tick box for: I am part of the St Josephs School Community	Unsupportive	I object to these changes. Very Supportive of the humps. Extra to keep the speed down Miranda St and keep the children safe.	We need the parking in Miranda St. Re Church, funerals and the school	Shift the cycleway in Portia St. Think this more carefully. Keep the speed down in Stratford 30MPH or less!
48	My home is on a street that will be affected The changes are in an area I travel through regularly Made own tick box for: I am part of the St Josephs School Community	Very Unsupportive	That Miranda Street be left unchanged. Footpath and cycleway to be made behind school on Portia St. Buses to stop there also. Give support <u>not only</u> to the children but consider <u>the elderly parking</u> . Some of whom have health and walking problems.	N/A	N/A

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49	My home is on a street that will be affected The changes are in an area I travel through regularly	Neutral	1. The trees on the berms obstruct the views from both directions when exiting properties in a vehicle. Vehicles will encroach on to the cycle lane, when exiting properties from the West, before they can establish if the way is clear. 2. There is no on street parking on Hamlet Street. When the school has events, or there are wet days, cars are parked both sides of the street beyond my place (35 Hamlet). 3. There are few cycles using this street at present. Would it not be easier and cheaper to increase the size of the footpath on West side and use it for both pedestrians and cycles. 4. What happens for rubbish and recycling collections? Where are the bins to be placed?	* I am not in favour of the angle parking on Portia Street - having to back out onto a 3.0 metre lane. Is there going to be a lower speed restriction on this street? I presume the retaining wall between Portia St and King Edward park north of the swimming pool is to be replaced so the footpath can be a two way one. * Having no on street parking is an issue for me. I have more off street parking on my property than a lot on the street but if we have a family function, or similar, people will have to park on Regan St or other residents grass berms. Hamlet Street is a residential street. * With reference to first bullet point with only a 6.0 metre carriageway and park my space at 30° it would appear that the section of Portia Street should be one way from Fenton to Regan.	1. I ride an E bike around the streets of Stratford and have no issues. I agree that school children are less road safe savvy and need extra protection from impatient vehicle drivers who need to pass on corners and intersections. 2. I also walk a lot and notice a lot of vegetation encroaches on to footpaths around town which cut the footpath down to half its width (Pembroke Road South side between Miranda St and Broadway). 3. There is a prism crossing on the corner of Miranda St & Fenton St (west side) that also has an angle carpark which obstructs it so pedestrians and people with mobility scooters have to walk or drive out into the intersection to get around any car parked there. 4. Have all road users been considered. What about people exiting their properties? What happens where the cycleways end?
50	The changes are in an area I travel through regularly I'm part of the Stratford Primary School community	Supportive	N/A	Like roundabout Regan/Brecon as cars already do Uturns here Like cycleway Regan St Like Pedestrian crossing Regan St West and Brecon Rd Only one pedestrian crossing is required on Portia St as too many parking spaces are lost, especially outside pool. Extra pedestrian crossing needed west of the west entrance of Stfd Primary School as kids are dropped off across the road and have to cross Regan St to go to school. Also car parking at school is across road from school at end of school day, kids cross Regan St at West entrance to get to parents car.	Dislike Cycle lane Portia St. Way too busy with vehicles at Pool, Hockey, TET, Netball. This cycle lane should be behind sports facilities down driveway opposite Hamlet St, right down to park, behind netball courts then onto bridge by restrooms. Dislike loss of carparks at pool, this will discourage older people in winter months from using pool as only few disabled parks close to pool. Field beside pool should be carpark, as police vehicles park on the north side of Portia St and SDC vehicles park outside netball courts. When funeral at War Memorial Hall car parking is very limited. This will allow more parking at pool and school etc.
51	My home is on a street that will be affected	Supportive	N/A	N/A	N/A
52	N/A	N/A	Can it come further up Celia St?	N/A	N/A
53	The changes are in an area I travel through regularly I'm part of the St Joseph's School Community		That Miranda Street downsizing of parks be left unchanged. Cycleway to be made behind school on Portia Street make oneway. Buses to stop there aswell. Support is given to children and also consider the elderly that park on Miranda Street to attend Church/Elderly Afternoon Tea/Funerals. Some elderly have health and walking problems. See attached plan for cycleway behind school.	I object to these plans because we need all the present parking in Miranda Street that is there. The normal weekday mass people are elderly & often frail people present. When these funerals are held on a normal school/business day less parks will cause a problem. The plan also affects the Dentist, podiatrist & also the Bed and Breakfast parking.	At Church we hold a social afternoon tea for all the Stratford Community including all the resthomes up to 100 elderly have come to these. We need as many close parks as this group of people are elderly and frail. If they can't park close it would be sad if they decided not to come. If the cycle way is to go ahead - why can't it go behind St Joseph's School onto Portia Street. Portia Street could become a one-way street, which would make it easier for Parents to have a safer drop off- pick up area, and the bus stop could also be there. The School could have an outdoor cover by the tennis courts which could be used as a shelter for pick-up and also be used for sports. You could leave the parking at the front of the School for teachers and parents who have to go into School to see a teacher. This would be a far more sensible idea. Attached is a copy of a plan for cycle way to go behind the School.
54	My home is on a street that will be affected The changes are in an area I travel through regularly	Very Unsupportive	Street will be too narrow and parking on the street restricted. Truck and trailers use this street regularly. Hamlet to Celia will become a crash area. Turning right from Celia to Hamlet will be restricted. Cyclist will be in danger of injuring when vehicles turn left into Celia street with cyclists on their blind side.	It is obviously been created from town maps. The people making the recommendations here not walked the streets. Beca Carter just download with maps from their office with no feet on the ground in the region. I think you need to go back to the drawing board. Simply by widening footpaths out like Broadway South paint lines etc	How does the rubbish truck pick up the bins. Hamlet St South berms are 7m wide so why not just triple the width of the footpath. Parking on Hamlet St will be non existent. Widening the footpath would negate digging up the road to pour an ugly concrete slab. Go back to teaching people the road code. Like it used to be every child was given one every year. South Hamlet Street is also used by many truck and trailers every day narrowing the carriage way and intersections is stupid and dangerous. Celia St carriage way will narrow to 7m. Carries heavy vehicles 24/7 turning turning into or out Hamlet street will become very tight and dangerous. When measuring carriage ways should be where seal and concrete nobody drives down the channel. Most drivers drive at least 400mm out from the channel Celia to Page St I see is to be a widened footpath. At night or in low light hat side of the street is dark and gloomy even would not bike or walk along there in the dark. The concrete barrier blocks which I believe will be cost prohibitive by the time bolts, levelling, placing etc. STMS costs etc. The timeframe as pointed out by our Mayor is impossible and should be extended out to at least 3 years. I also will speak to my submission.

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55	My home is on a street that will be affected.	Supportive	<p>Please divert the cycle lanes from the high truck traffic area from Cordelia to Swansea on Regan st (where proposed space between cyclists is 1m). A better route to get to the high school is to use Cordelia st (where there is a large amount of berm that can be converted to cycle lanes) along to Fenton st and then on Fenton st to the high school. At the end where there is parking space occupying the road, the bikers could dismount during school hours and walk the short distance across to the school on the footpath (during non-school hours the road is quiet and would be no issue biking along the road if a connecting bike path continues from this point).</p>	<p>I like that some of the old footpaths will be redone (Regan st after Cordelia st is well due for this) and that the street will have a refreshed look. I dislike that no parking at all will be available on Regan St from Cordelia to Swansea st. I [more than] dislike that the cycleway is proposed to be put in place where heavy trucks are a large percentage of the traffic (especially in the morning when kids will be biking to school). This is a serious issue that has not been considered, especially with a gap of only 1m in this part of the cycleway. Trucks produce wind gusts and the low frequency noise is unsettling, as well, the trucks are frequently going speeds over 50kph. There will not be a huge amount of room on the road lane (3.5m), therefore trucks will be taking up most of that space putting them close to the cycle lane.</p>	<p>I have cycled in many parts of NZ (including Auckland, Kapiti, New Plymouth) and also in Denver, Colorado, and I recently visited Scandinavia and saw their use of cycleways. The cycle lanes that are completely off the road are most relaxing, enjoyable, and safe. To promote this activity, I believe a completely separate path or a wide loop path that has both pedestrian and cycle lanes is the best option. However, there are also visibility issues when fences and garages are next to the footpath. Choosing off road paths where these risks are lower is the better option. Alternatively, in places like the Netherlands where there are almost more bikes than cars, the drivers have adjusted to sharing the roadway, but in general, NZ drivers are shockingly bad at noticing bikes. Parked cars often open doors next to cycle lanes and using these lanes is a gauntlet. It certainly poses too many risks that I will not use those lanes frequently. The cycleways down Auckland Northwest motorway and Kapiti motorway are well used by walkers, bike riders (and horses in Kapiti). This is ideal. In the residential areas the further from the road the better.</p>
56	My business is on a street that will be affected	Very Unsupportive	<p>The proposed cycle lane on Page Street as shown on the proposal plans impinges on the road pavement area we currently use to offload vehicle units that we retail from our premises. The transport vehicles that deliver to us are large truck and trailer units that require a lot of room to facilitate both loading and unloading and a new concrete roadside pad was recently constructed to improve the safety when carrying out this work. If we are unable to unload these items as we do at present then that would be a severe restriction to our business operations and could potentially lead us to move our business out of town or even close down. Either option would result in the loss of up to seven jobs in the town. The 20% contribution from rates that is required to enable this project to proceed has to be paid regardless of whether it is by loan or direct from rates. In both cases, this will increase our operating costs which are already high and again negatively affect the viability of our business.</p>	<p>The Council has presented no data whatsoever to demonstrate that this proposal is needed or will have any measurable benefit to our community. They have not consulted with all affected parties (including ourselves and neighbouring businesses) and have no idea how much use (if any) it will receive or what the long term costs will be. This is virtually the same scenario as the recently completed swimming pool. To repeat that folly would be unforgivable and an indictment on the Councilors who approve it. We also believe that the safety of cyclists and other road users could be compromised, particularly young people who may be encouraged to use the proposed two way cycle lanes. They stand the risk of being confused when they enter and leave that protected area as to which side of the road they should be on, plus, they will need to cross the carriageway when traveling in one direction and in doing so place themselves at risk of conflict with an oncoming vehicle. We wonder how Councilors will feel if a child is injured or worse because they were placed in this position of conflict by their unwillingness to take a stand on this matter?</p>	<p>'Free' money from the government for their pet projects is not free at all. As taxpayers it costs us all. On top of that will be the 20% contribution that we will be required to make as ratepayers, not to mention the ongoing maintenance costs. There are no tangible facts and figures to prove the need for or benefits of this proposal, it's just a vanity project that will quickly become a white elephant and an embarrassment to the town. We therefore request that the Council reject this project in full and cease any further investigation and design works immediately. A separate more detailed written submission will be sent out to all Councilors.</p>
57	The changes are in an area I travel through regularly	Very Unsupportive	<p>The plans for Phase 1 state that the upgrades will include aspects covered in the two bullet points. The first bullet point covers "two-way protected cycleways" or "a shared path". The "two-way protected cycleways" are for "allowing people to bike in both directions". These are clearly not intended to be used by "skaters, and users of mobility devices and scooters." If they are for users of those other devices then it should be made clear. Also if there are "two-way protected cycleways" and it is for use by users of those other devices then it should be mandatory that those devices use the cycleway and not the pedestrian footpath. This would then keep pedestrians safe from injury caused by careless use of those other devices. Injuries caused by users of mobility devices and electric scooters are becoming more common with their increased usage. As a pedestrian I have been hit twice from behind by a mobility device whilst walking along the footpath on Broadway. I am sure that ACC will have statistics showing the injuries inflicted on pedestrians whilst on footpaths by such wheeled devices. Council has the opportunity now and should be proactive in protecting the safety of pedestrians on footpaths. Perhaps an appropriate By-law is required. The second bullet point covers other safety measures, some of which I address as follows. Raised crossing points such as those on State Highway 3 in Inglewood and Eltham have not been thoroughly thought through. I suspect that the designers thought that if the crossing on which the pedestrian walks is raised it will slow vehicles down due to the bumpy ride and therefore protect the pedestrian. That is not necessarily the case. A vehicle slows down only when it arrives at the raised crossing then it is highly likely it will not stop in time for avoid contact with a pedestrian. The crossing itself does not need to be raised but a speed bump at an appropriate distance before the crossing needs to be installed. Vehicles would then be slowed down BEFORE the crossing not ON it. Even if a vehicle approach the speed bump too fast then the sudden bump should alert the driver who would have more time to stop BEFORE the crossing thereby avoiding contact with the pedestrian. It is also likely that the sudden noise would alert the pedestrian to the approaching danger in time for them to take evasive action. In my view waiting until the vehicle has struck to pedestrian is not putting safety first. I would implore Council not to install a raised crossing or speed humps and traffic lights similar to that in Inglewood. Another aspect in bullet point two is the "coloured road markings to highlight areas for road users where extra care should be taken." Initially this seems like a good idea however the devil is in the detail. A cursory read of the New Zealand Road Code on the NZTA website did not reveal which markings Council might be referring to. If such markings are to be new ones then a public education campaign would be essential in ensuring their effectiveness. Simply painting a coloured line on the road is pointless.</p>	<p>Stratford has an advantage that many other towns do not. It is a well laid out town with wide streets and low traffic flows, State Highway 3 excluded. I regularly walk and cycle around Stratford, it is enjoyable and safe, SH 3 excluded. My observations indicate that the areas proposed for cycleways do not suffer from high traffic flows at any time from traffic that is not connected to the schools. Council have not produced any evidence gathered from traffic monitoring that might indicate otherwise. That being the case then I would question if there is a genuine need for dedicated cycle lanes as proposed by Council. A cursory glance at the current Long Term Plan 2021-2031 did not reveal a previously identified need. That document of 238 pages had only one mention for a vague and unspecified "Development of urban cycleways" and no mention of any funding for such. Yet now just two years into that 10 year Long Term Plan we have detailed plans for multiple cycleways. This raises two questions, firstly regarding Council's effectiveness in producing the Long Term Plan, and secondly whether this Proposal is a knee jerk reaction to something that Council is not telling the Community about. Council is also proposing to purchase the old Post Office building to provide additional parking. Is the cost of the purchase, demolition and construction of a car park on that site covered by the funding for the cycleways? If not then where are the funds coming from? Where is it shown in budgets? That activity is not mentioned in the Long Term Plan. What is the loss of income from other potential uses of that building/site? None of this information is being given to the Community by Council. The removal of car parks from the vicinity of the Aquatic Centre, which has been opened less than a year, is another example of poor forward thinking and planning by the Council. It does really question the ability of Council leadership and that of long term elected members. My understanding from talking with other members of the Community about the circumstances surrounding how his unplanned development came about is that NZTA have instructed Council to install cycleways. If that is indeed the case then Council should be open and transparent about it with the Community. Rather than produce a lot of spin about safety and how good it will be for the Community. We get enough of that from Central Government. Council are going to use over \$1.5 million of Ratepayers' money for an activity that was unplanned and unbudgeted. If Council really do care about the safety and wellbeing of children in Stratford then there are other things that can be done to achieve it. I give just two examples of many that can be done that would cost less and be more effective in the long term. 1. Teach children how to safely and competently ride their bikes around town and how to observe the road conditions to stay safe. Skills taught at a young age will last them their whole lives. It could also make use of the excellent cycling facility provided by NZTA at Victoria Park. 2. Mandate that care givers switch off their vehicles when waiting near schools. The adverse effects of vehicle emissions on human health is well documented. Children with their developing bodies are at higher risk of being affected by those emissions. The Ministry's of Health and Environment along with others released a very good report earlier this year showing that over 3,000 people die in New Zealand each year as the result of poor air quality. Deaths in Stratford District were included in that report. I am not aware of any proposal, let alone action, by Council to address that very real and current danger to our children. In fact</p>	<p>The first of the two questions on this feedback form asks, Are you affected by these changes? It then lists 10 criteria for being affected. I meet one of those and I also meet the eleventh criteria which is not listed, i.e. Are you a Ratepayer of Stratford District? Council has increased Rates this year well in excess of the rate of inflation when there is also a cost of living crisis. Council is now going to take over \$1.5 million of Ratepayers' money and does not consider that being a Ratepayer qualifies someone as being affected by the change. It is noted that Council has decided not to hold a Public Hearing on their Proposal. This would indicate that Council has made the decision whether there is a genuine need or not. This 'Have Your Say' is no more than a charade.</p>

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				Council's actions would mitigate the opposite.	
58	I'm not directly affected, but I'm interested	Very Unsupportive	N/A	N/A	How often do we see children biking to school these days. Surveys do not always mean it will happen. Why was the Fenton Street bike lane not rid of if this idea was in the pipeline. Our roads are too narrow as is and if cars are parking on the side it is very hard to navigate. Personally I think in the present economical climate and just having had a rate increase this idea is a waste of rate payers money, our roads wafel structure and sewage need to be concentrated on. Would it not be better to teach the children the road rules at school. We are still paying for a swimming pool that was excessive.
59	I'm not directly affected, but I'm interested	Very Unsupportive	Can he whole woke project. This project will lead into further rate increases in the long term. Cycle way at high-school was recently removed. Is this some sort of woke joke.	The people of Stratford need to be considered when a project of this significant development is made. To be told this is what going to happen regardless is a blight on democracy	Talking to ordinary rate payers around Stratford 95% of people say they don't want this to happen. So get your heads out of the sand box or find another vocation period
60	The changes are in an area I travel through regularly I'm part of the St Joseph's School community	Supportive	At St Joseph's, I see u have made the current pedestrian crossing into a cycle one as well, which increase the width of it and takes out the three parks to the right on the church side. Why not keep it as a pedestrian, (or call it shared) raise it up but keep it the same width and that way u could keep the parks as there's no cycle lane on that side anyway so don't see the point of adding cycle lanes to that Particular pedestrian crossing. Cyclist can use the crossings at both end of the street to cross the road when coming to school. Also the new Proposed bus stop takes away all the parking in front of the school office! We don't even get the old bus lane as parking! It also reduces the footpath at a very busy section at the end of the school day when everyone spills out at the same time. Current practice at the school means that kids wih bikes walk their bikes to a certain power pole and then get on to ride. Why can't the cycle lane stop and start at either side of the school and leave the bus where it is. It needs more thought I think!	I think the Berms need to be used more instead of just taking road for the cycle lanes (as it's probably the cheapest option)Or make more foot paths shared, so cyclist can use them too. I think foot paths need to be moved away from being right up against property Boundaries and drive ways. It's safer to have a gap. I'm all for people to bike more or walk.	N/A
61	My home is on a street that will be affected The changes are in an area I travel through regularly	Neutral	I would have liked better communication before the plans were set in concrete. There are at least 17 properties on the west side of Hamlet Street north that reverse on to the street. There will be no on street parking at all on this Street. There is a 7 metre grass berm each side of the street that could cater for a cycle way and still allow for on street traffic parking. Children and older citizens don't usually walk or cycle at night or in wet weather. Why not increase the width of the footpath and have a shared footpath/cycle way? The work at the end of cycleways at Pembroke Road and Broadway should be completed before the cycleways are constructed so cyclists and pedestrians can all use these streets safely. Pembroke road is a key link road to the mountain and Broadway (SH3) is very busy both before and after school. Why was the cycle lane on Fenton Street removed? No there is going to be a combination of pedestrians and cyclists using the footpath to get to and from the high school. I was very disappointed with my meeting with the two Steve's at the library because neither of them look any notes on our discussions. I feel there should have been a Councillor there, as well, not just the two staff neither of whom live in Stratford. This whole process has not been adequately thought out.	See above	N/A
62	I'm part of the St Joseph's School community	Very Unsupportive			

63	I'm part of the Taranaki Diocesan School Community	Very supportive	<p>Taranaki Diocesan is excited by the prospect of safer walking and cycling opportunities for our students arising from Transport Choices and the speed zone reviews around schools. We have studied the plans for stages 1 and 2 of Transport Choices and support the installation of cycle ways to connect schools as well as the provision of additional pedestrian crossings across SH3 shown for stage 2. We believe there is one link missing within the Transport Choices proposal, being a pedestrian crossing on Pembroke Road to provide safe crossing for our students arriving by foot or bus, having to cross Pembroke Road in the vicinity of Miranda Street. We would like to advocate strongly for such a crossing as it is a busy intersection during school start and finish times.</p> <p>Currently every week our school community arrives and exits at school almost entirely through the Pembroke Road driveway. This means that (especially on Mondays and Fridays when our full boarders are being transported home) there is heightened risk of an accident as our walking and cycling students negotiate the busy road crossing. We also have groups of students needing to walk across Pembroke Road at other times (often to visit council facilities). This might be, for example, a class trip to the public library where we have a required ratio of one adult to every ten students; or it might be a trip to the public swimming pool with a PE class. Several times during the year we have whole school events which require us to take 136 students across the road. Examples of this road usage might be to visit the local marae or to go to the racecourse for our annual cross country.</p> <p>Safe road crossings for our tamariki are about more than arriving alive - they are about educating them about using their own two legs. Teenagers can walk and cycle to school before they can sit their driver's licences. Knowing that they can get themselves to where they need to be, encourages self-confidence and independence. I am not saying that a road crossing is the answer to declining teenage levels of fitness and will make them long to walk instead of sitting in the back seat, but I am saying that, with familiarity comes an assurance and a new normal. Walking and cycling and breathing in our beautiful mountain air are all positive, healthy ways of moving and being. Let's encourage this as much as possible and make it safe.</p> <p>We are making this submission on behalf of our school community of approximately 136 students and associated whanau. We have refrained from asking every person associated with the school to send a pre-written submission on our behalf but ask that you consider this submission as reflective of a large group of vulnerable young people. Thank you for your time and for considering this submission. I am happy to talk about it further with anyone who would like to listen.</p>	N/A	N/A
64	The changes are in an area I travel through regularly	Very supportive	<p>Instead of the Phase 1 path going in front of TET and Wai o Rua it could go from the end of Portia St into the KEP behind the tennis courts and Hockey turf coming out at the East side of the school down the access lane and then along Regan St. This would all be off-road so more desirable to cyclists and tourists than going around a series of bends beside the street. An option could be added for a track upgrade to connect a concrete path from Portia St to Brecon Rd at Maryanne rest home.</p>	<p>Neither option allows for each end of Brecon Rd to be connected for cyclists across the Palea river. In this way the SW corner of town remains isolated. The existing bridge foot just downstream could be used, the track to Maryanne Rest Home end could be concreted, and a new concrete track made to Ford St. While I can see the safety value of the many crossings cyclist who are commuting will be discouraged by the many stops and turns and may instead ride outside on the road in places. i.e. it's more suited to students.</p>	N/A
65	My home is on a street that will be affected I'm part of the Stratford Primary School community	Very Unsupportive	<p>Our berms are big enough on hamlet st and other streets, put the cycle lane there or extend the width of the footpath.</p>	<p>I like the idea of cycle lanes, but not by making the roads smaller. Hamlet st is a main thro fair with trucks, busses and every thing in between. Its planned to have the children biking onto the coming traffic, that just seems like nightmares and not safe at all. Aren't we trying to make it safer. If there are 2 big vehicles and a kid on the bike all at the same time. Scary. Even the wind coming off the bigger vehicles would worry me. Also how do you plan on keeping the cycle lanes clean of stones/rocks/pebbles and rubbish. Imagine falling off your bike after hitting one... Also where do visitors park... so other side of road. So making it more difficult for vehicles to drive down the road and even more worrying for kids using the bike lanes all at the same time</p>	<p>I feel this has been rushed without too much of a thought process. And a very big worry for children using them. I would not let my children bike to school any more if they had to use it with the way it's been plan</p>
66	The changes are in an area I travel through regularly	Supportive	<p>Celia St - Miranda St - Page St. I am concerned that the congestion of cars, buses, bikes, pedestrians and general traffic, including trucks, on this section will be a setting for the possibility of serious accidents. I fear for the safety of those using the cycle lane in this section. Solution - The cycle lane be changed to Celia St - Portia St - Page St. The lane should be on the eastern side of Portia St along the boundary of St Josephs School. This would protect cycle lane users from residents reversing out of their driveways, it also would give students a simpler, safer and better access to St Josephs School grounds.</p> <p>Miranda St - Regan St - Broadway I am concerned that the cycle lane is going to be on the same side of the road as Dr Jordaan's Medical Centre. It is vital that this area should be left with the best and closest access for ambulances and moving stretchers and patients that need to be physically assisted from the clinic into the ambulance. Expecting the sick or disabled, mothers and small children etc to negotiate their way over the road then across a cycle lane from parking on the far side of the road is definitely not the best option for his area. Solution - Parking and access on the southern side of this section must be left as is and the cycle lane should be on the northern side. The only change to the south side could possibly be to have diagonal parking rather than parallel parking. This would allow for more parking spaces closer to the surgery.</p>	<p>I think the project has great potential if planned correctly. However after scrutinizing the very basic plans that were made available to us and attending a meeting I think there is a need for: 1/ A lot more expertise of the planners involved. 2/ A lot more local knowledge gathered about how our town works rather than coming in with a set agenda. 3/ More personal communication with School Boards and Headmasters who are the most knowledgeable of how their school works and what their students traffic needs are and who should be listened to. 4/More transparency to local population of the added costs to make this project work ie the cost of possible/probable purchase and development of the old post office for a parking area. 5/ That the council listens to their people rather than narrow minded charging ahead merely because they think they know best. 6/ Council have a duty to our town to get it right for all. We need better organized consultations and meetings - and a lot more details and transparency.</p>	<p>The Stratford District Council is getting a reputation among the people that they will not listen. This is a major change for our town. We are all part of our town and we trust the Council for leadership and guidance and wise decisions. Our trust is not so great at the moment because we feel there are people in the Council who are deaf to public concerns. It is merely a project to them, to us it is our town. By listening and working together you will get it right and it will be great. But you haven't got it right yet. Please LISTEN, learn from the locals, broaden your minds and adapt these plans to suit the majority. At the moment they don't</p>

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67	N/A	Unsupportive	I have heard that a one way could be a possibility to make this happen. As a business, any proposal that discourages any potential and current clients from visiting is an absolutely bad idea and must not be allowed to go ahead. There are at three effected businesses, that will be directly effected by a one way system. Trucks and trailers will be effected by this and some trucks do back in to get unloaded so need the room to do so safely. Any narrowing up of the road will be deemed as a complete disregard for ours, truck drivers, and the general road users, and footpath users safety. We are at 78 Portia Street. The address bar told me this didnt exist. Not sure if this is Phase one or two.		
68	My home is on a street that will be affected	Neutral	See over page	1. I really like that the Council is thinking about the children. 2. There will be no parking on our end of Hamlet St, but I guess the grass verges are big enough to park on. 3. Currently kids ride their bikes/scooters on the footpath which is safe. Moving them on to the road right next to traffic is very unsafe	Why not widen the footpath? Makes sense to me unless there is something I am missing? Cost? Have a great day, John He has a drawing on his submission also.
69	My home is on a street that will be affected The changes are in an area I travel through regularly I'm part of the Stratford Primary School community	Very Unsupportive	Extremely Concerned about the loss of parking. The Catholic Church that I am part of, I believe, is losing up to 80 parks. This will make Page St and Celia St very congested and dangerous.	N/A	Has any survey been undertaken to gauge the number of children biking to school? I live opposite a school and see very few bikers. Surely this is a huge disruption for a very few number of cyclists, and huge costs.
70	I'm not directly affected, but I'm interested	Very supportive			
71	My home is on a street that will be affected The changes are in an area I travel through regularly	Very Unsupportive	See Attached notes 2 pages	Dislike your proposal - Too dangerous see notes Like the idea - no comments on other areas	Stratford Transport Choices Project Hamlet Street North - Pembroke to Regan Street I live at 21 Hamlet and my kitchen window faces the road, my view is from north of Seylon to past the bottom of Suneys Streets. To me and what I can see of the existing layout leaves me in horror of the proposed layout. My reasons for this are: 1. The road service Buses - Tractors (with and without farm trailers) - Trucks (Large, with and without large trailers) plus of course all the cars and motor cycles, etc. 2. The predominant use by this traffic is between 7am and 9am. 3. Hamlet Street North is the through road from Pembroke to Regan as it is the only street west of Broadway without "Stop signs". Brecon road traffic having to go past the Primary School. 4. A safer option would be to widen the footpaths on each side (East side to 1.5m and West to 2.0m plus the west side having a centre line painted. This footpath could be shifted further from the boundaries to give greater safety at driveways. If it were essential that a Cycleway was mandatory Then this could be in the centre of the planting strip on the East side (fewer trees to shift and only one Street to cross (Seylon). 21 Hamlet Street *He has also submitted a plan with comments on it
72	The changes are in an area I travel through regularly I'm part of the St Joseph's School Community	Unsupportive	Please leave the parking as it is by the Church in Miranda St. These parks are required for parking most days of the week and especially on Sundays and necessary for funerals. Use Portia St for the school. Elderly people will not be using cycle path on Sundays & funerals.		
73	I'm part of the St Joseph's School Community	Unsupportive	I object to the councils plans. Council needs to leave the parking as it is outside St Joseph's School and the catholic church. This plan that the Council has is very poor, lacks vision, has been rushed out just to get money from the government. Just painting lines on the road and calling it a cycleway is not a safe way for getting people to cycle.	If we are to have cycleways in Stratford, do the job properly. I have attached my plan for the St Joseph's School area.	

74	My home is on a street that will be affected	Very Unsupportive	<p>As property owners residing on the picturesque Miranda Street in Stratford, we wish to express our strong opposition to the proposed Transport Choices Project. Miranda Street, with its wide expanse and unique charm, holds a special place in our hearts. Upon receiving the comprehensive information pack through the mail, we conscientiously observed the foot and bike traffic in our neighbourhood. Presently, we've noticed a modest yet consistent number of pedestrians and cyclists traversing our street. This includes a child on a bicycle, a family of four (comprising three children and their mother), and another family of three (consisting of two children and their mother) who regularly walk to and from school. The proposed changes outlined in the information pack involve widening the footpath to 4.5 meters, establishing a 3.0-meter-wide bike track, and adding a 1.0-meter berm to the angled parking spaces. While these changes are intended to enhance safety and mobility, we harbor concerns regarding the road's narrowing to a mere 7 meters (with only 3.2 meters allocated to the median strip). This could lead to significant issues with car backing and traffic congestion, particularly since some vehicles, like a Hi Lux, require more space when parked in angled parking spots, posing potential encroachment into the roadway. Another pressing issue we foresee is the impact on rubbish collection, which could exacerbate traffic disruptions. However, our primary apprehension centres around the narrowing of the street itself. On a separate note, we strongly object to the Stratford District Council's decision to allocate \$1.56 million towards this project. Given the substantial total cost of \$9.36 million (\$7.8 million for the project and the additional \$1.56 million), we believe that this financial allocation might be excessive, especially considering that the project primarily targets schoolchildren commuting to and from school. When we consider the broader context in Stratford, we notice various recent infrastructure developments. These projects, such as the Swimming Pool (\$12 million) and the ongoing modifications to the skate park (\$50,000), have undoubtedly improved the town but have placed a financial burden on the shoulders of local ratepayers.</p>	<p>Moreover, while the Bike Track, the half Basketball Court, and the Pump Track were funded by external agencies, the maintenance of these facilities ultimately falls on us as ratepayers. In the current economic climate, where financial constraints are prevalent, we believe that the \$1.56 million could be better allocated to benefit the entire Stratford community, rather than being predominantly channelled towards a project focused on schoolchildren. We would like to propose an alternative solution:</p> <p>(1) Maintain the existing 3.5-meter-wide footpath and designate 2.0 meters for a bike lane, while reserving 1.5 meters for pedestrians. This approach promotes shared usage of the footpath between walkers and child cyclists.</p> <p>(2) Keep Miranda Street unchanged and install pedestrian crossings to slow traffic. Relocate the bike track to Portia Street, along with the construction of a dedicated bike and foot bridge across the river to connect the entire project. This revamped bike track, designed exclusively for cyclists, has the potential to benefit a more extensive segment of our community.</p> <p>Starting at Taranaki Dio, cyclists can follow this route: Proceed up Pembroke Road and turn onto Hamlet Street. Continue down Hamlet Street to Stratford Primary School. Take a turn onto Reqa Street and head towards Portia Street. Follow Portia Street, passing the Swimming Pool, Hockey, TET, and Netball facilities. Cross the new footbridge onto Portia Street. Turn onto Celia Street, and proceed up to Hamlet Street. Conclude the journey at Avon School.</p> <p>We firmly believe that this alternative plan offers a more inclusive and balanced approach to transport choices in our community. It addresses safety concerns, promotes harmony between cyclists and pedestrians, and envisions a dedicated bike track that can benefit a broader population, all while preserving the character of our beloved Miranda Street.</p>	
75	My business is on a street that will be affected	The have icked neutral, however their comment says very unsupportive.	<p>We are very unsupportive of a cycle and walking lane in front of our building at 337 Broadway and Page St, Canam motorcycles. The main issue is trucks unloading large crates with a forklift, and customer parking. The safe option would be Miranda St, behind the old swimming pool and across the swing bridge to Portia St.</p>		

Phase 1 Supporting documentation to submitted feedback



To: Stratford District Council

63 Miranda Street
Stratford 4332

Sent via email to: TransportChoices@Stratford.govt.nz

Date: 8 September 2023

Subject: Ministry of Education – Feedback on Stratford District Council Transport Choices

Background

Thank you for the opportunity to provide feedback on the - Stratford Transport Choices Project. The Ministry of Education ('the Ministry') is the Government's lead advisor on the New Zealand education system, shaping the direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations, and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying, and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets in the District.

The Ministry's feedback on Stratford District Council Transport Choices

Stratford District Council ('the Council') is seeking feedback on a number of changes to the roading networks to help improve the safety, accessibility, and use of walking and cycling as viable modes of active transport. The current phase of the Transport Choices Project includes creating safe active transport travel options for tamariki and whānau between schools on the west side of Stratford. The proposed upgrades as part of Phase 1 include the implementation of either a two-way protected cycleway on one side of the road, allowing people to cycle in both directions using clearly marked lanes separated from road traffic with a low physical barrier, or a shared path for pedestrians, cyclists, skaters, and users of mobility devices and scooters on one side of the road. Additional safety measures are also proposed, including raised crossing points which will slow traffic to make it safer for people crossing, dedicated turning points for cyclists and pedestrians on road shoulders, and coloured road markings to highlight areas for road users where extra care should be taken.

The proposed pedestrian walkway/ cycleway will facilitate active transport between:

- Stratford Primary School
- St. Joseph's School
- Avon Primary School

The Ministry expresses its support for the proposed routes and concepts for the current phase of the project. Overall, these initiatives serve to improve safety for both staff and ākonga, whilst also facilitating a shift towards using active transport options within the community, as this shift will improve the health and well-being of school ākonga and staff members alike.



Considering the limited timeframe for feedback, the Ministry is concerned that the affected schools have not had sufficient time to engage meaningfully with their Boards of Trustees and Council. This engagement is crucial for providing feedback on the design and ensuring that proposed changes to the roading environment resulting in safer outcomes for each school. Additionally, this process will help identify any areas of the proposal that need to be carefully considered. The Ministry encourages Council to directly engage with each of the affected schools to understand the travel movements and modes for each school to ensure a comprehensive and well-informed decision-making process.

Overall, the Ministry is supportive of the introduction of this project as a safer, more accessible, active transport option in Stratford to encourage mode shift. The Ministry can clearly see the benefits of this project for schools by giving staff and ākonga autonomy to choose active transport options for their own health, and by reducing carbon emissions and congestion. Council is encouraged to continue engaging with the affected schools to seek meaningful engagement, and to prioritise the safety of children cycling and walking to school. The Ministry would appreciate the opportunity to review the final design to ensure the safety of ākonga and staff are appropriately captured.

If you have any questions, please contact the undersigned on behalf of the Ministry.

A handwritten signature in black ink, appearing to read "KIB", is positioned above the typed name.

Kieran Brocklehurst

Regional Asset Planner – Central South

Te Pou Hanganga, Matihiko | Infrastructure & Digital

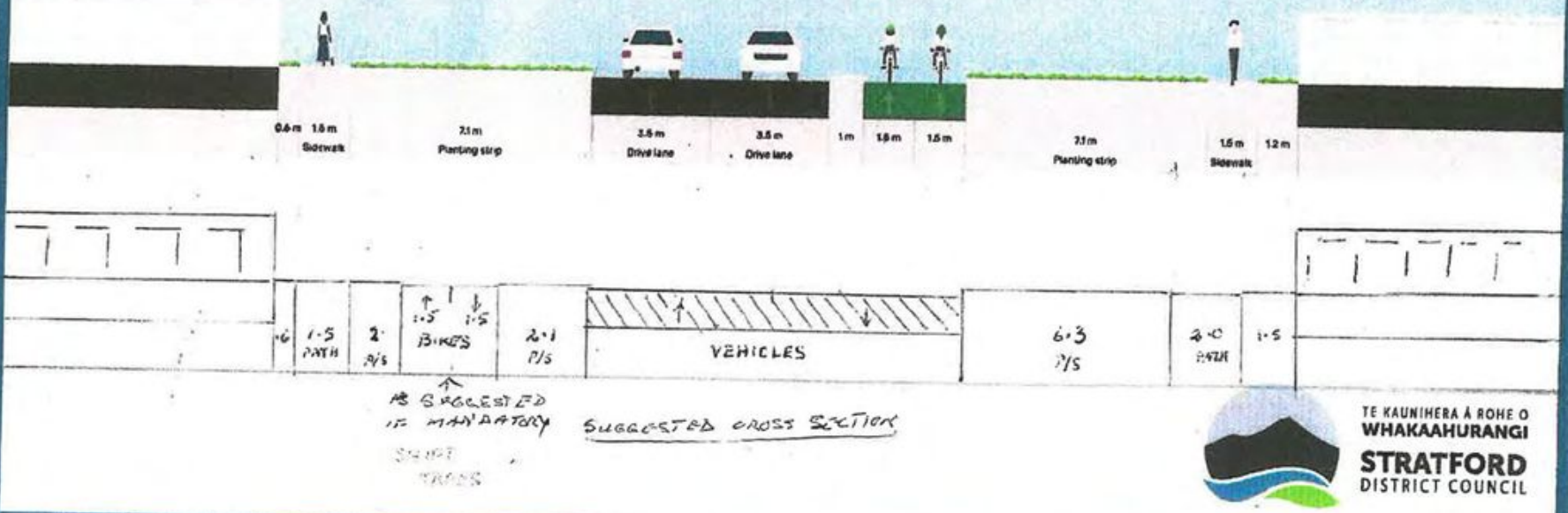
Kieran.Brocklehurst@education.govt.nz

Cross section: Stratford Transport Choices Project

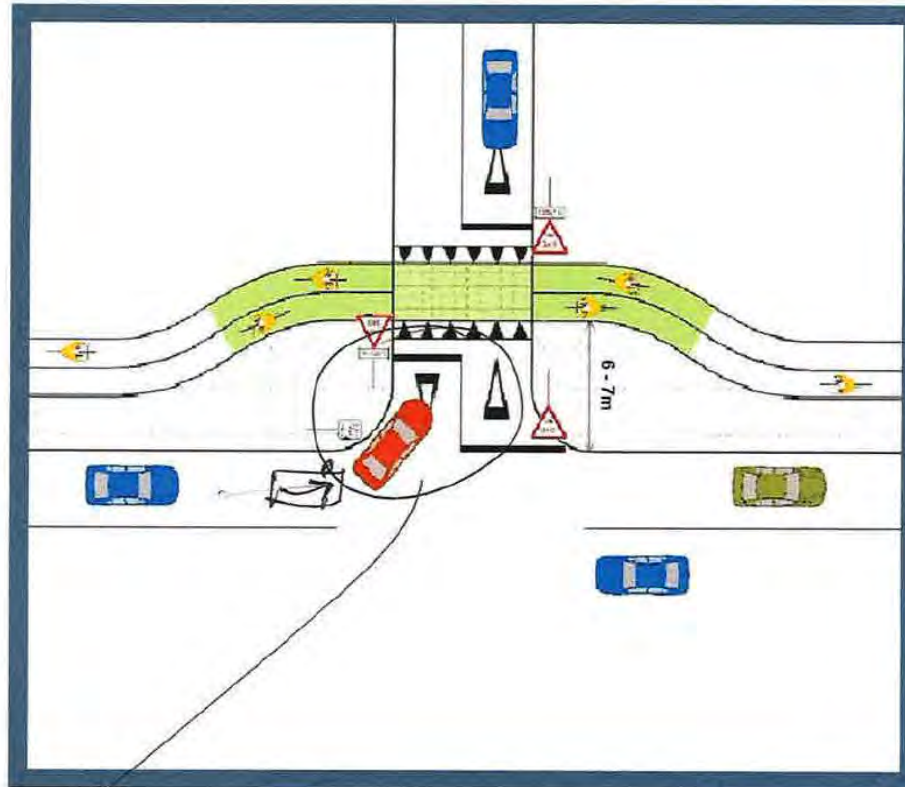
HAMLET STREET - PEMBROKE TO REGAN

East

West



Stratford Transport Choices Project: Typical Road Crossing (Raised Crossing)



*It would be best
in my opinion to
make the give way
signs for the
cyclists. who
can then treat the
cycway as any
pedestrian could
at a pedestrian
crossing*

*This area for stopped cars is only
enough for 1 vehicle, and 2 or
vehicles will impede the through way
of the main Road.*



TE KAUNIHERA A ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

HAVE YOUR SAY: Transport Choices

Return this form to our Service Centre at 63 Miranda Street, the Stratford Library and Information Centre, or Wai o Rua - Stratford Aquatic Centre. You can also scan and email the form to TransportChoices@stratford.govt.nz. Our feedback period closes at 4pm Friday 8 September.

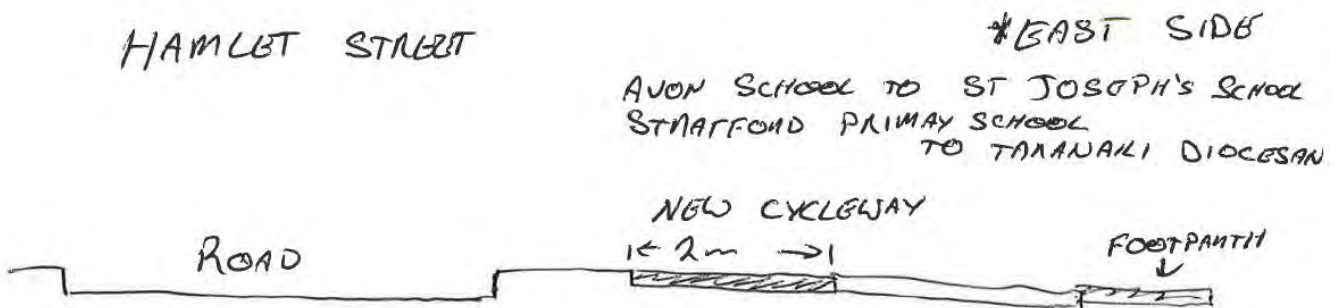


TE KAHUHINEA A ROHE O
WHAKAAHURANGI
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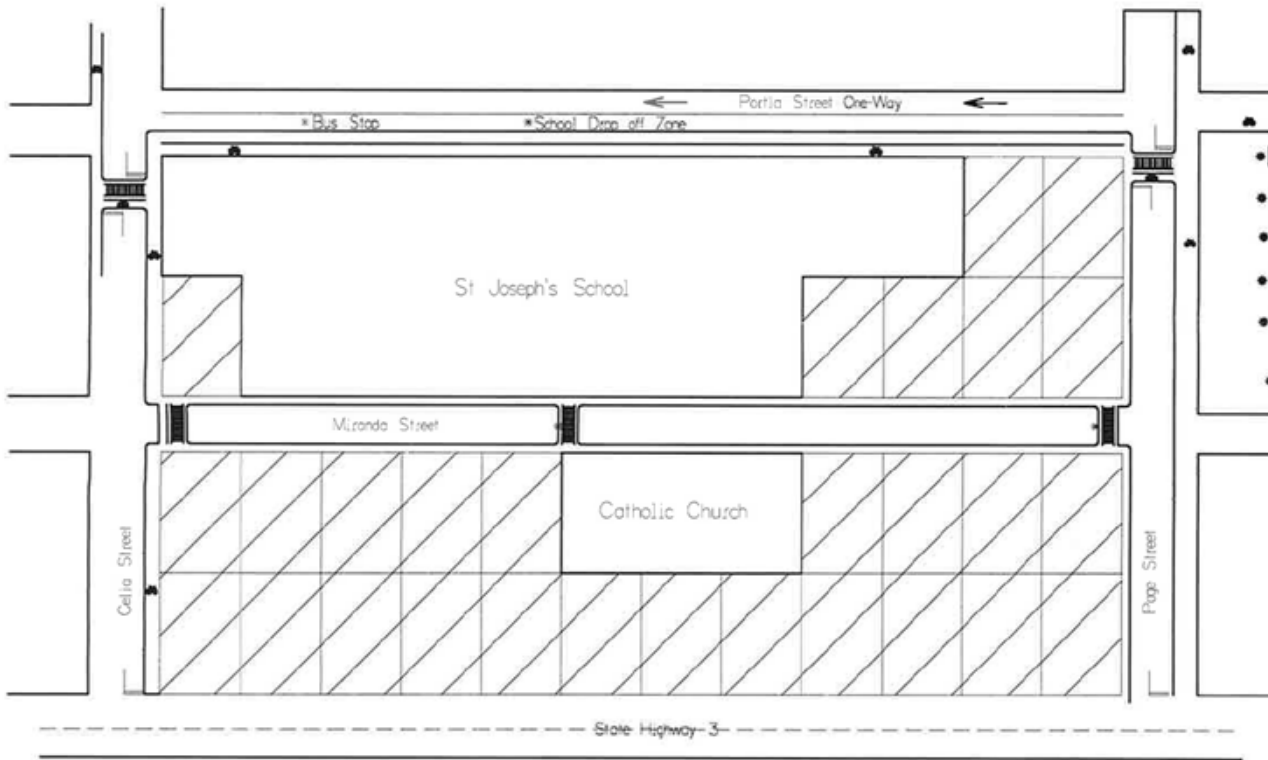
What do you like and dislike about our Transport Choices project, and why?

IF WE ARE TO HAVE CYCLEWAYS IN STRATFORD
DO THE JOB PROPERLY I HAVE ATTACHED MY PLAN
FOR THE ST. JOSEPH'S SCHOOL AREA.

Please make any additional comments:



Thanks for your feedback!



- Leave Miranda Street with it's parking
- Make Portia Street One-Way
- New Cycleway and Footpath along Portia Street
- Relocate Bus Stop and Drop off behind School
- Upgrade Bridge behind old swimming pool to take cycleway
- Remove Two Cycle Crossing from Miranda Street

As property owners residing on the picturesque Miranda Street in Stratford, we wish to express our strong opposition to the proposed Transport Choices Project. Miranda Street, with its wide expanse and unique charm, holds a special place in our hearts.

Upon receiving the comprehensive information pack through the mail, we conscientiously observed the foot and bike traffic in our neighbourhood. Presently, we've noticed a modest yet consistent number of pedestrians and cyclists traversing our street. This includes a child on a bicycle, a family of four (comprising three children and their mother), and another family of three (consisting of two children and their mother) who regularly walk to and from school.

The proposed changes outlined in the information pack involve widening the footpath to 4.5 meters, establishing a 3.0-meter-wide bike track, and adding a 1.0-meter berm to the angled parking spaces. While these changes are intended to enhance safety and mobility, we harbor concerns regarding the road's narrowing to a mere 7 meters (with only 3.2 meters allocated to the median strip). This could lead to significant issues with car backing and traffic congestion, particularly since some vehicles, like a Hi Lux, require more space when parked in angled parking spots, posing potential encroachment into the roadway.

Another pressing issue we foresee is the impact on rubbish collection, which could exacerbate traffic disruptions. However, our primary apprehension centres around the narrowing of the street itself.

On a separate note, we strongly object to the Stratford District Council's decision to allocate \$1.56 million towards this project. Given the substantial total cost of \$9.36 million (\$7.8 million for the project and the additional \$1.56 million), we believe that this financial allocation might be excessive, especially considering that the project primarily targets schoolchildren commuting to and from school.

When we consider the broader context in Stratford, we notice various recent infrastructure developments. These projects, such as the Swimming Pool (\$12 million) and the ongoing modifications to the skate park (\$50,000), have undoubtedly improved the town but have placed a financial burden on the shoulders of local ratepayers. Moreover, while the Bike Track, the half Basketball Court, and the Pump Track were funded by external agencies, the maintenance of these facilities ultimately falls on us as ratepayers.

In the current economic climate, where financial constraints are prevalent, we believe that the \$1.56 million could be better allocated to benefit the entire Stratford community, rather than being predominantly channelled towards a project focused on schoolchildren.

We would like to propose an alternative solution:

(1) Maintain the existing 3.5-meter-wide footpath and designate 2.0 meters for a bike lane, while reserving 1.5 meters for pedestrians. This approach promotes shared usage of the footpath between walkers and child cyclists.

(2) Keep Miranda Street unchanged and install pedestrian crossings to slow traffic. Relocate the bike track to Portia Street, along with the construction of a dedicated bike and foot bridge across the river to connect the entire project. This revamped bike track, designed exclusively for cyclists, has the potential to benefit a more extensive segment of our community.

Starting at Taranaki Dio, cyclists can follow this route:

Proceed up Pembroke Road and turn onto Hamlet Street.
Continue down Hamlet Street to Stratford Primary School.
Take a turn onto Regan Street and head towards Portia Street.

Follow Portia Street, passing the Swimming Pool, Hockey, TET, and Netball facilities.
Cross the new footbridge onto Portia Street.
Turn onto Celia Street, and proceed up to Hamlet Street.
Conclude the journey at Avon School.

We firmly believe that this alternative plan offers a more inclusive and balanced approach to transportation choices in our community. It addresses safety concerns, promotes harmony between cyclists and pedestrians, and envisions a dedicated bike track that can benefit a broader population, all while preserving the character of our beloved Miranda Street.



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THE MAYOR AND COUNCILLORS
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Full name: [REDACTED]

Organisation (if completing on behalf of): [REDACTED]

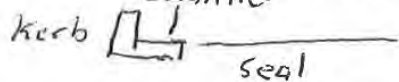
Email: [REDACTED]

Contact phone: [REDACTED]

Postal Address: [REDACTED]

Celia Street carriage way will narrow to 7 metres carries heavy vehicles 24/7 turning into or out Hamlet street will become very tight and dangerous.

When measuring carriage ways the measure should be where seal and concrete nobody drives down the channel.

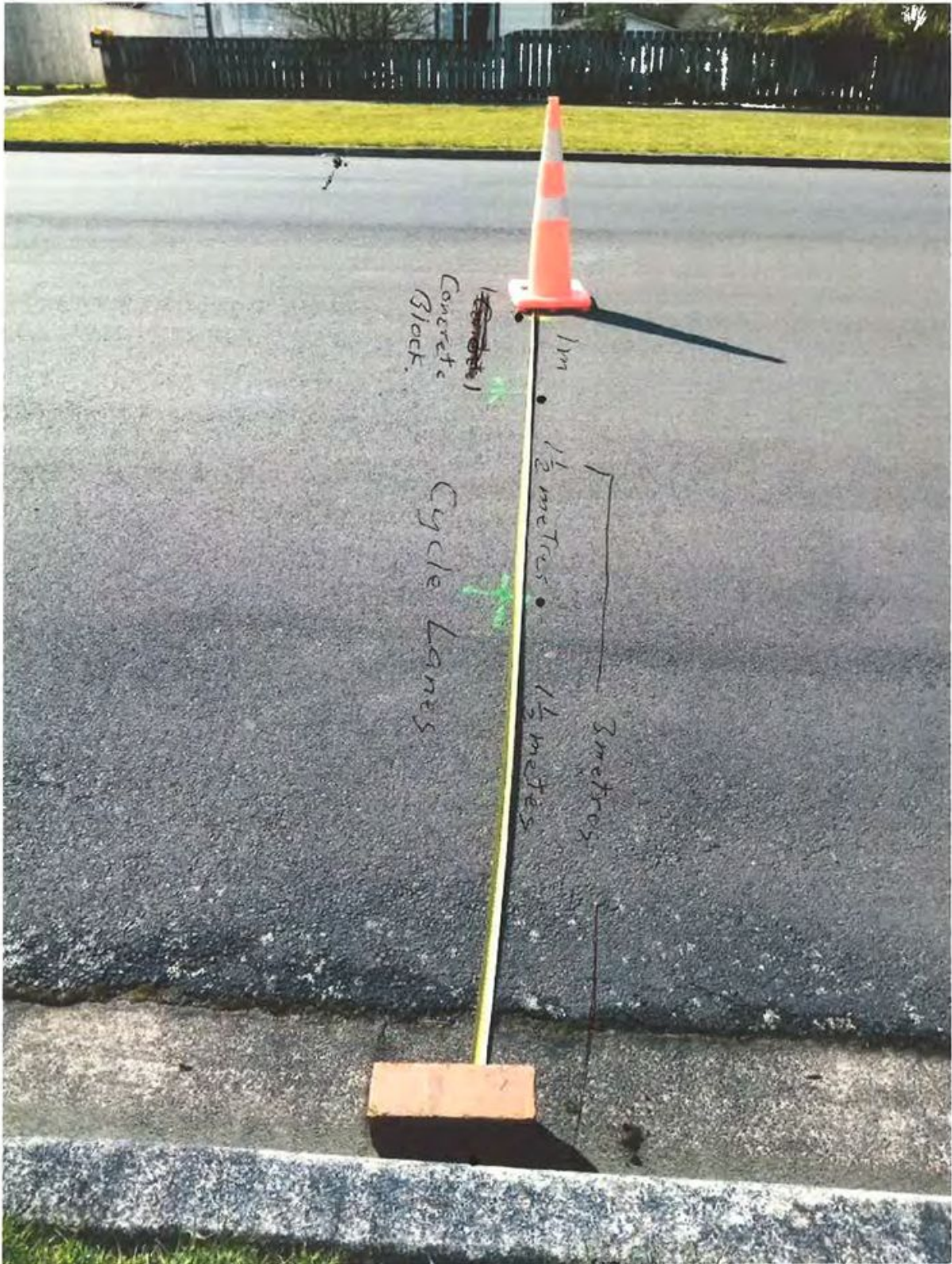


Most drivers drive at least 400ml or more out from the channel.

Celia to Page Street I see is to a widened foot path. at night or in low light that side of the street is dark and gloomy even I would not hike or walk along there in the dark.

The concrete barrier blocks which I believe will be cost prohibitive by the time bolts levelling paving etc STMS costs. Etc

The time frame as pointed out by our mayor is ~~not~~ impossible and should be extended out to at least three years.



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TE KAUHIRIWA A ROPE O
WHAKAAHURANGI
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What do you like and dislike about our Transport Choices project, and why?

I object to these plans because we need all the present parking in Miranda Street that is there. The normal weekday Mass people are elderly and need close parks. We often have funerals at the Church with lots of elderly & often frail people present. When these funerals are held on a normal School/business day less parks will course a problem.

The plan also affects the Dentist, podiatrist & also the Bed & Breakfast parking.

Please make any additional comments:

At Church we hold a Social afternoon tea for all of the Stratford Community including all the Resthomes up to 100 elderly have come to these. We need as many close parks as this group of people are elderly and frail. If they can't park close it would be sad if they decided not to come.

If the cycle way is to go ahead – why can't it go behind St Joseph's School onto Portia Street.

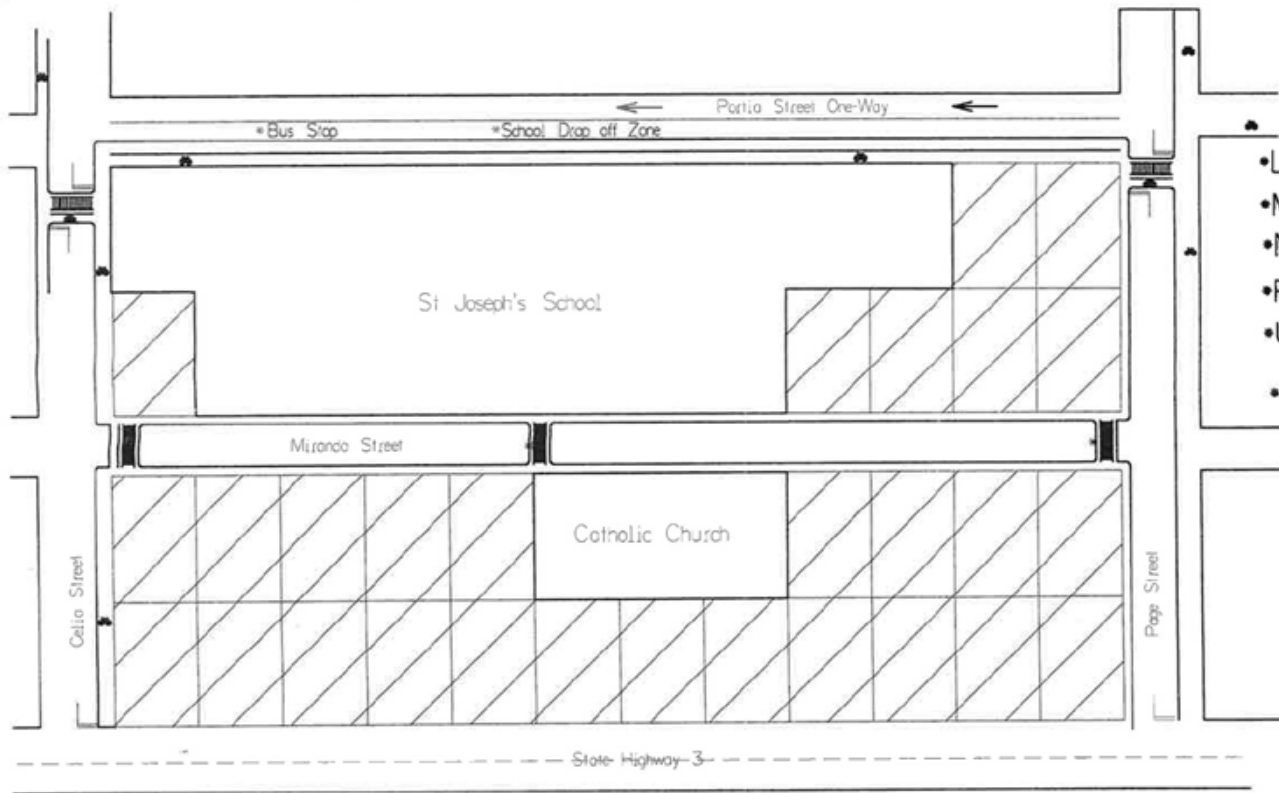
Portia Street could become a one-way street, which would make it easier for Parents to have a safer drop off- pick up area, and the bus stop could also be there. The School could have an outdoor cover by the tennis courts which could be used as a shelter for pick-up and also be used for sports.

You could leave the parking at the front of the School for teachers & parents who have to go into School to see a teacher.

This would be a far more sensible idea.

Attached is a copy of a plan for cycle way to go behind the School.

Thanks for your feedback!

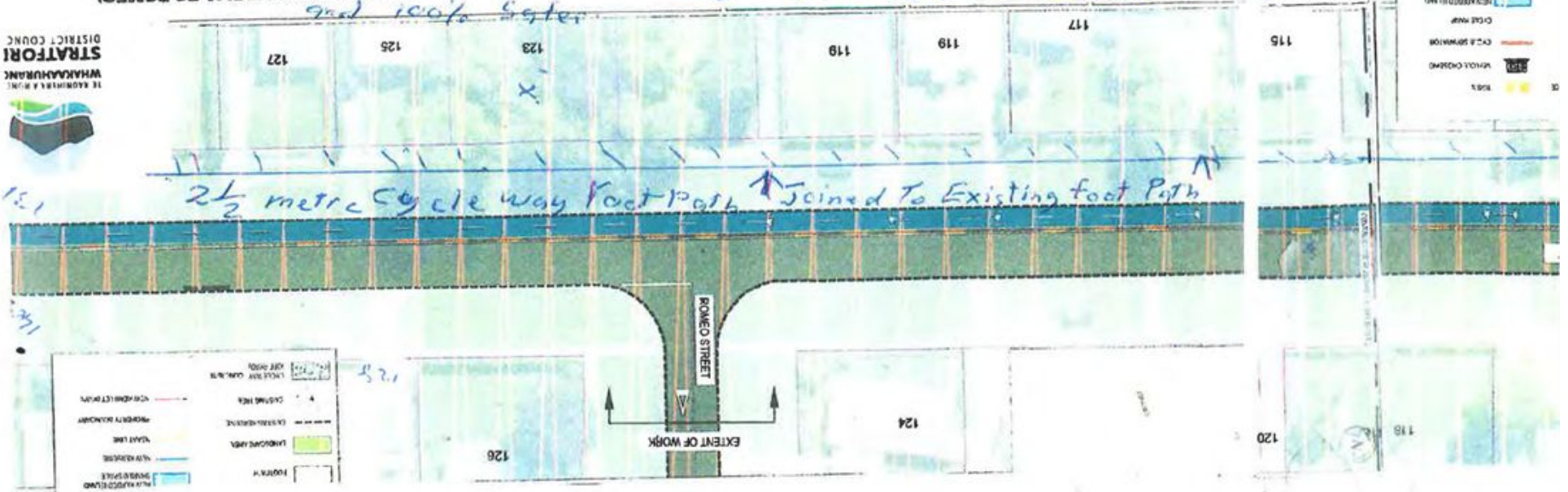


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To maintain 7 metre width of road will mean remaining the kerb and rescaling and forming a running surface

widening foot path will mean straight approach to raised cross ^{road} ~~vehicle~~ ^{cross} ~~road~~ ^{road}
 HAMLET STREET (CELIA TO ROMEO) ^{and 100% safer}







PHASE 1 - OTHER FEEDBACK RECEIVED

i.e. Phone, Email, In Person

Feedback Number	Date	Type of Communication	Comments
1	18/08/2023	Face to face at the drop in library session.	Suggested making Portia Street one way
2	20/08/2023 0:00	Email	hello there, I've had a brief look at at the plans and i have an idea that would help reduce pressure points/ less work involved maybe. Looking at the proposed map on Miranda St where St Joseph school is...you propose adding pedestrian crossings at both intersections either side of the school which would create choke points for vehicles etc so just remove it as cyclists or people can use the proposed pedestrians on side roads(Page street and Cedia street) to get across. if they want to get to the other side of the street over from the school they can simply use the middle pedestrian crossing. Also on another note.....the map plan showing Portia St (Regan to Fenton) could be married to the st Joseph route using the bridge next to the old swimming pool? it would link with the proposed pedestrian crossing on Page street and that would mean less exposure to vehicle traffic but I acknowledge a wider bridge would be needed. cheers
3	22/08/2023 0:00	Letter sent via email to TC inbox	To whom it may concern, We have received the proposed plans for the new cycle network; Miranda Street (Page to Celia). Firstly, we think the idea of the new cycle network is a great one! I am in a commercial business in the Healthcare sector. We treat the elderly whom are often mobility challenged and the very young. We are disappointed to see we would be losing all of our patient parking, and request that new design is considered (even if we could keep a couple of parks). We would like to see the centralised raised crossing kept outside of the school, but wonder why it is necessary to have 3 crossings in one small block? (but keeping the crossings both Celia and Page street). Yours sincerely,
4	22/08/2023 0:00	Email to TC inbox	Hi there, I hope this email finds you well. I have reviewed the proposed road layout changes resulting from the Transport Choices Plan (found here). Can you please advise whether any road changes are proposed on the northern side of Regan Street, next to the Z Stratford Service Station? I have had a look at the attached plan from the website but find it a bit difficult to tell, as the underlying aerial appears to be incorrect. If you can provide any further information or plans that would be much appreciated. Thanks in advance and feel free to give me a call. Kind regards

5	25/08/2023	Email to TC inbox	<p>Hi, I'm just enquiring about the cycle lanes going in. I have looked at some plans and it looks like the car parks on the roadside by CMK Chartered Accountants on 87 Regan Street aren't being removed but could you confirm we will still have carparks on the roadside? Thanks</p>
6	31/08/2023	Email to TC inbox	<p>I am very concerned about a crossing so near the Corner of Miranda and Page Streets, visibility won't be good and there is another crossing opposite the school children can use. I am also concerned about the taking away of parking on the Corner as I have elderly patients visiting me and many have mobility issues and cannot walk any distance.</p>
7	1/09/2023	Email to TC inbox	<p>I do not agree with the proposed cycleways. I think this is an unnecessary use of taxpayer and ratepayer money. Just because the government is offering this money, doesn't mean you should take it. It is not free money, it is still ratepayer money, just in the form of tax. Stratford ratepayers will still have to come up with 1.5 million dollars for this project. Are we borrowing that? And how are we paying for the cycleways that are being proposed to be added in future years after this initial work has been done? How are we paying for the maintenance of these cycleways? Times are about to get very hard economically, now is not the time for the council to be starting "nice to have" projects. I sat in on a council meeting where Cr Jones asked how the council had got their costings so wrong with the new pool. I heard one council staff member say, "We've never done a project this big", (that's when you ask somebody who has or other councils who have, for advice) and another council staff member said, "Inflation and electricity price rises". Really? That's the level of accountability we can expect? I don't have faith the cycleway project can be carried out in a timely and cost effective manner. (Council staff are already admitting this is a rushed project). We had a water main replaced up our street well over a year ago. The work carried on for ages and it took a long time for the footpaths to be reinstated. Our neighbour ended up sowing his own grass seed on his road frontage before winter set in because we didn't know if anybody was coming back to finish the job. The reinstatement of the road and our frontages was shoddy to say the least and our front wall was damaged when they were digging the water main. We are still waiting for somebody from the council to come and have a look. Does the council not inspect contractor's work? IS this what we can expect from the cycleway project? I'm a keen cyclist. I ask you as you drive around town to glance down each side street you go past. You'll be lucky to see one car on the road. Our roads are lovely and wide and relatively quiet. No need for dedicated cycleways, that can only be used as cycleways and will probably only be used very occasionally, when it could be kept as a roadway and used by all. The main problem in town is the busy main road and the chaos that ensues outside Stratford Primary in the mornings and afternoons during the week. Provide safe crossings across the main road and take the school parking outside Stratford Primary, off road. There is enough space in front of the school buildings to get the school traffic right away from the road.</p>

			<p>I have seen some discussions online about the proposed cycleways. Some are saying, "The lycra clad brigade better not be using these cycleways, they go too fast", with others saying "Cyclists better not be on the road now they have their own cycleways". So I'm going to be damned if I do and damned if I don't. Not a great way to encourage cycling.</p> <p>Some final questions: Why are ratepayers paying for bike sheds at the schools? How often will the cycleways be swept? (IT will have to be daily at least to keep them safe and functional) Why 3 raised crossing in about the space of about 300m, along Portia Street, between Regan and Fenton? How are kids managing to get to the cycleways or do all the kids who will bike to school live enroute of these cycleways? What is the age of kids allowed on the cycleways unsupervised? Do the kids know which side of the road they are supposed to ride on when they get off the cycleway? If these cycleways go ahead, I look forward to seeing all the council staff's bikes parked outside council during work hours, (that will free up those council carparks at the back of the council, on Portia street for the public, as that road will be very short of parking), and seeing all the Councillor's bikes parked outside the next council meeting I attend. Please, I ask you to seriously reconsider spending my money in this fashion. Now is not the time for this sort of spending.</p>
8	2/09/2023	Email to TC inbox	<p>I'm a keen cyclist. I ask you as you drive around town to glance down each side street you go past. You'll be lucky to see one car on the road. Our roads are lovely and wide and relatively quiet. No need for dedicated cycleways, that can only be used as cycleways and will probably only be used very occasionally, when it could be kept as a roadway and used by all. The main problem in town is the busy main road and the chaos that ensues outside Stratford Primary in the mornings and afternoons during the week. Provide safe crossings across the main road and take the school parking outside Stratford Primary, off road. There is enough space in front of the school buildings to get the school traffic right away from the road.</p>

9	3/09/2023	Email to TC inbox	<p>I would be grateful if you would consider a cycle path at the back rather than the front of St Joseph's school. I am concerned for my daughter's safety as she is one of the few children who do cycle to St Joseph's school usually on a Tuesday and Wednesday.</p> <p>She cycles from Brecon Road through the park and enters the school via the back. I have always felt its alot safer, that the front of the school as she does not have to contend with all the pedestrian traffic at the front of the school. The children also park their bicycles at the back of the school. It's much safer, as they cycle over the school's playing field avoiding all the 'foot traffic'at the front of the school.</p> <p>Ironically my daughter sustained a serious injury to the hand 3 weeks ago avoiding a pedestrian. I want to congratulate the council on thinking about cycle ways as I am a keen cyclist who regularly cycles to work from Brecon Road to Cloten Road to work and also to New World on Regan Street. Its not much fun trying to get across Broadway (so totally understand what you are trying to achieve),</p> <p>I feel that there is a real misconception that pedestrian's aren't a risk to cyclists, but they are.</p> <p>I find the key issues are:</p> <ul style="list-style-type: none"> People opening car doors unexpectedly Unexpected behaviour from a pedestrian walking out in front of me. <p>I hope you will give my feedback consideration and investigate moving the cycle ways to the back rather than the of the school.</p> <p>Thank you for your efforts.</p>
10	4/09/2023	Email to TC inbox	<p>Still awaiting response to his previous email. Refer to 4 above</p>
11	6/09/2023	Email to TC inbox	<p>morning, I'm just having a look at the cycle lanes now. what a great initiative.</p> <p>I'm located at the far end of celia, heading out of stratford. Celia street has a lot of issues with people driving faster than 50ks I would love to know more about the crossing planned for Celia street. I'm currently reluctant to let my kid cross that road with their b ke due to how drivers use the road. Really excited for a quality crossing option (bonus points if it's rainbow!) So I can give my kid more freedom! Safely accessing the library and pools on bike would be so great.</p> <p>Thanks</p>

<p>12</p>	<p>6/09/2023</p>	<p>Email to TC inbox They have also made a 'Have Your Say' submission</p>	<p>I strongly oppose this project. After being dangled a carrot to the tune of \$7.8M, of which the council has committed to contribute 20%, it appears this proposal has been thrown together in a hurry and the ridiculously short time frame to complete the cycle ways is of real concern. My list of concerns are as follows...</p> <p>1.Your FAQs state that if your property is affected, we'll be in touch with our plans.</p> <ul style="list-style-type: none"> •Our business will be severely affected and no-one has contacted us yet. The communication with the affected people has been sub-standard. •The Miranda Street & Page Street plan shows that the cycle lane on Page Street goes beyond Miranda Street heading East towards Broadway. -This means that the cycle way will impinge on the entrance to our business and the other business in the immediate location. Large truck & trailer units park on the roadside verge to allow large items of stock to be unloaded. -One would think that the logical termination point of the cycle way would be where Page St and Miranda St intersect if the footbridge by the old baths is going to be used to get pedestrians/cyclists across the Patea River which is what we were told at the consultation at the TET. What's the need for it to go towards Broadway? -If it is not intended for the cycle way to go past our business, as we were told by Steve at the consultation meeting held at the TET, is it something that will happen in the future? If so, it will severely affect the operations of our business which we are extremely concerned about. <p>2.Will there be a Minimum age on cycle way without supervision?</p> <ul style="list-style-type: none"> •As per the Waka Kotahi Bike Ready information (snip and link below), kids under 10 should only ever ride on the road with an adult riding too. •This means that if any child under 10 years old is planning to ride on the cycle way and, assuming they don't already live within the proposed cycle way areas, they will either need to be dropped off at the cycle way or have an adult ride with them until they reach the cycle way. -https://www.bikeready.govt.nz/parents/ideas-for-supporting-your-childs-bike-riding/ •The proposal in fact makes it more dangerous for children because when the cycle lane stops, the cyclist will need to transition to the road. Depending on what direction the cyclist is travelling, there are stages where the cyclist will be on the wrong side of the road and need to navigate to the correct side of the road before continuing. This is a recipe for confusion and disaster especially for young cyclists. <p>3.Why are you focusing on travel options between schools?</p> <ul style="list-style-type: none"> •Can you please provide the research detailing the need for safer and more active school travel options that you state has been raised by people in the community. Please also detail how many people raised this topic and was it the outcome of a survey or such. <ul style="list-style-type: none"> •What do the 3 year, 10 year and 30 year plans of upgrading the network look like and what's the cost? <p>4.I have serious concerns about the very tight time-frame for job completion. If the job is not completed within the time-frame, what happens?</p>
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			<p>•Will the council finish these proposed stages? If so, where will the money come from? I object to it coming from rate payers or council reserves.</p> <p>•Will the council still be obligated to pay their 20% contribution even if the project is not completed within the required time-frame?</p> <p>5.If the budget is used up before the project is finished, does the project cease?</p> <p>•If not, who pays for the extra cost to complete these two stages?</p> <p>6.Where will the 20% council contribution come from? I object to it coming from rate payers or council reserves.</p> <p>7.What's the cost of maintaining the cycle ways - they will need to be swept on a regular basis to remove broken glass and debris? I hope maintenance has been costed.</p> <p>8.The council miscalculated the running costs of the new pool, not to mention that there is still the old pool that needs something to be done with it. I can see that this project will end up being another additional burden on the rate payer.</p> <p>9.I would expect to see Councillors and staff take the lead by using the cycle ways if the project goes ahead.</p> <p>10.It appears that the council is conducting a Social Engineering experiment instead of focusing on core services.</p> <p>11.Net Zero - The only way this may be achieved is if there are no vehicles on the road.</p> <p>•Is this project the beginning of where we are being taken down the path of "slow creep" and being trapped into accepting the 15 minute city, something that is currently happening overseas?</p> <p>12.C40 Cities - You might like to know a bit about this if you don't already know - https://www.c40.org/cities/</p> <p>•C40 is a global network of nearly 100 mayors of the world's leading cities that are united in action to confront the climate crisis (Auckland City is one of them).</p> <p>•Click on the attached link to open the document which I found amongst the literature on the C40 website - Interesting reading - take particular note of page 86 as per snip below.</p> <p>Thank you for taking time to read and consider my submission and I look forward to your reply to my questions.</p> <p>Kind regards</p> <p>Note: Also included plans and snippets as pictures in her emails. There is also a 68 page C40 pdf attached to the email.</p>
13	7/09/2023	Email to TC inbox with Attached letter	<p>Kia ora, Please find attached letter regarding the Stratford's Transport Choices consultation, expressing our interest in doing a deputation to council. Ngā mihi</p>

14	7/09/2023	Letter sent via email to TC inbox	<p>Upon speaking to several community members about cycling, with school aged students that attend the local schools, a lot of their concerns are around crossing the SH3 road, so I propose the Council perhaps either placing underpasses under the highway or several raised light crossings like Inglewood have done on the northern and southern end of their township. This would allow the community to get from one side of town to the other safely. This would allow people that use their cycles to travel about town reducing polluting car trips.</p> <p>Yours Sincerely</p>
15	7/09/2023	Letter dropped in	<p>Main Concern. Parking. All my street parking will be removed. There is no <u>safe</u> parking on Celia.</p> <ul style="list-style-type: none"> * Parking for my visitors (dinners, church members, friends) all will have to park down by the school. * My music pupils, readng and maths students parents * Tradies * Bidfood * KiwiRail Trucks (guests) will have to park across the angles parking by school * I will have a yellow line on the road. What about furniture trucks? * Guest Overflow (not so much an issue but sometimes they will have to park by school)
16	7/09/2023	Word doc Submission sent via email to TC Inbox, Mayor, Councillors and SDC	<p>Letter is too long and with photos to insert here. Generally it is Very Unsupportive of the TC project. Due to impact on their business, cost of the project/rates</p>

17	8/09/2023	Email to TC inbox - Z Energy Limited: Feedback in Relation to Phase 1 of the proposed Safe Walking and Cycling Network	<p>Kia ora, Z Energy Limited (Z) understands that Stratford District Council (SDC) is seeking feedback in relation to Phase 1 of the proposed Safe Walking and Cycling Network. The Network aims to develop safe cycle and walking paths to connect local schools and community centres. The plans include accessible points to safely cross State Highway 3, which will work to improve foot and bike traffic from residential areas to community hubs and educational facilities. Phase 1 comprises of road upgrades to the west of State Highway 3, including the construction of a cycleway, roadside cycle separators, and multiple kerbed islands.</p> <p>Z Stratford sits on the corner of Broadway and Regan Street. Therefore, this feedback concerns the plan for Regan Street (north Stratford): Regan Street – Hamlet to State Highway 3 (SH3). Road upgrades are proposed on the south side of Regan Street, including a new shared path. Z is aware that this is located on the opposite side of Regan Street to its service station, and that the road upgrades may not necessarily occur immediately outside the Z Stratford site. However, Z wishes to ensure any temporary access to / from, and operations within, the service station remain unimpeded throughout and at the completion of the proposed road upgrades.</p> <p>Z Stratford is a vehicle orientated activity which caters to local customers, traffic from Regan Street and those travelling on SH3. Access is also required for large tanker trucks delivering petroleum products to the site. For these reasons, the relationship between the site, operations, and road environment is critical to the operation of the service station. Z Stratford has points of entry and exit on both the Regan Street (one access point) and SH3 (two access points). Safe and straightforward access is fundamental to the successful functioning of Z Stratford, both during road upgrade works and on a permanent basis following the road upgrades.</p> <p>Z is appreciative of the opportunity to provide feedback and looks forward to working with SDC to ensure that Phase 1 of the Safe Walking and Cycling Network does not inhibit safe access to and from the Z Stratford site. Please confirm receipt of this submission and please keep Z informed of future input opportunities regarding this process.</p> <p>Ngā mihi,</p>
18	8/09/2023	Email with letter attached to the TC inbox	<p>Letter is long but in summary the Ministry of Education would like to ensure schools have adequate time to provide feedback on the TC project. Also they would like the opportunity to review the final designs.</p>

<p>19</p>	<p>8/09/2023</p>	<p>Email to TC Inbox</p>	<p>Good Day, As a rate paying resident of Stratford, I wish to voice my concern and express my rejection of the current proposed cycleway in Miranda Street outside St Joseph's School. The proposed cycleway and pedestrian crossings will negatively impact the access to the Immaculate Conception Catholic Church directly across the road from the school. We are a rural town with an influx of school attendees and parishioners and the current proposed changes will not encourage any of them to come and spend time walking / cycling in our town. Please rather just upgrade the existing crossing between the school and church and then move the other proposed crossings to Page Street instead. Your current design makes the school and church largely inaccessible or more difficult to access for all those who do have mobility issues and will not encourage those people to be more mobile. We would lose our mobility parking for both the school and the parish in the proposed plan. I believe, as do other members of our parish & school community, that the proposed cycleway would be much better suited being moved to Portia Street to the West of St Joseph's School instead. The access to the pool complex and town should be made by upgrading the existing footbridge across the Patea river and will bring traffic safely across the bridge instead of directing our tamar ka along the already very busy SH3 bridge on Broadway. This would be a far safer option for all and would indeed encourage more use of the cycleway by cyclers and pedestrians alike. This would be a much wiser use of the funds available as it would not only create a safe route for our tamariki and encourage its use, but would also create a better cycleway route for all of our community and visitors and would indeed enhance our town, rather than only catering for a single purpose. The 3 pedestrian crossings proposed for Miranda Street are overkill, as are the 2 crossings outside the TET sports & Pool complexes. They're so close to each other and would realistically be well serviced by 1 crossing between the complexes instead. The extra crossing takes away valuable parking and we cannot rely on the parking across the road when we already need more parking anyway. Not everyone who needs to park close by has a mobility card allowing to park in the limited parking available. I truly hope that our council will not ride roughshod over the citizens wishes in a rush to implement a badly thought out plan from some bureaucrats who do not live in our town, without proper consultation with the community. Be clever and get maximum benefit for our community instead of being pushed into a bad plan which will impact our town for a very long time. Sincerely</p>
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20	8/09/2023		<p>To Whom it may concern,</p> <p>I'd like to express my rejection of the councils proposal for cycleways and pedestrian crossings, particularly in Miranda St. outside St. Joseph's primary school and the Immaculate Conception Catholic Church. I feel that this in no way enhances or encourages access to either the school or the church but will in fact isolate those who are less mobile and discourage people from attending community events there.</p> <p>At this time where inflation is rampant I believe that it would be fiscally prudent for the council to take their time and to install something that enhances access, safety and the beauty of Stratford.</p> <p>I would prefer to see the upgrading of the pedestrian bridge near the old swimming pool and linking that into a cycle way across the river past TET and passed the back of Saint joseph's primary school down Portia St.</p> <p>Regards,</p>
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PHASE 1 - FACEBOOK FEEDBACK RECEIVED

Feedback Number	Date	Facebook Comments	Date Officers Responded	Officer Response Comments
1	14/08/2023	'What about a crossing down by the northern end off town. Try crossing the road with a little one.'	16/08/2023?	Stacey: Thanks for the comment, we like hearing about the things that'll make it easier and safer for people to get around the place, and our Transport Choices team have noted your suggestion. We've got Transport Choices drop-in sessions at the library from 9am – 1pm, so if your little one needs some new reading material and you want to chat to our team about our transport network, please do drop-in!
2	13/08/2023 6:52:00 PM	'Wondering if there is any chance of speed humps in the Pembroke end of Hamlet St, to slow the traffic down,,or,why not just make Hamlet St a 70 km/h speed limit,,and hope it might slow some drivers down..'	14/08/2023	Steve B: If we make Hamlet Street 70km/h it would be quicker than the posted speed of 50km/h which is what it is now. The on-road cycleway may have an effect in slowing the traffic down, as it will narrow the road by 3m.
3	14/08/2023 8:45:00 PM	'Trying to make sense of the envelope of paperwork dumped in our letterbox today. Are you folks for real?? We have perfectly good footpaths already down most of our streets. A decent crossing at the intersection of Pembroke and Hamlet would be a good idea to start with We will have no parking down the street then?? We oppose this stupidity, and I hope most of the residents do the same..'		
4	18/08/2023	I think you plans for outside St Joseph's is going to cause havoc. You have not taken into consideration the amount of parking required when children are being collected and dropped off or the parking requirements for the neighbouring local businesses that bring people to our community. Not in the 5 years my children have attended the school have I ever seen kids or adults cycling along that street.		
5	18/08/2023	Would have been nice if you had consulted the schools first. Why change something that currently works well!!!!		

6	21/08/2023	I would like an explanation on the rationale behind this project. Why is this proposed cycleway taking priority over our neglected roading, footpaths and various water infrastructure?		
7	21/08/2023	Stratford District Council - Te Kaunihera ā Rohe o Whakaahurangi you are taking the safety of the parking away. There are only a handful of children that love within a 2km of the school so the rest are either dropped off or bus. Your new parking is making it so you have to back out onto the road way instead of as it is now you can back out safely without pulling in front of oncoming traffic. Not to mention the parking for the local businesses on that street. (shoulder shrug emoji)		Stacey: We did a survey of parents and caregivers at St Joseph's School, and we asked how people were doing the school run now. Out of the 43 responses, about 60% said they travelled up to 3km (approximately) to get to school. I've sent your comment about parking and backing into traffic to our Transport Choices team to include in their feedback about the project. You can absolutely still make a submission though and we encourage you to do so.
8	31/08/2023	Hey so this safer to school thing does that include improving who you hire to fix the roads around central town? I mean if you're goin to adjust the curb and change where the traffic is on the road you're going to fix the road better ae?		

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PHASE 2 - HAVE YOUR SAY FEEDBACK SUBMISSIONS

	Supportive / Very Supportive	Neutral	Unsupportive / Very Unsupportive		
Feedback Number	Do you live, work, or travel in an area that's affected by our Transport Choices project?	How do you feel about our proposed TC plan for Stratford?	If you are directly impacted by our Phase 2 plans and have specific changes you would like made, please let us know the details here:	What do you like and dislike about Phase 2 of our Transport Choices project, and why?	Please make any additional comments about Phase 2 of our Transport Choices plans:
1	My home is on a street that will be affected The changes are in an area I travel through regularly	Very Supportive	N/A	N/A	N/A
2	The changes are in an area I travel through regularly	Very Supportive	Would like more detail about crossing Broadway from Regan St. I am interested as this is how kids from our side of town will get to Stratford Primary	N/A	N/A
3	I'm not directly affected, but I'm interested	Unsupportive	I'm not directly impacted but would like to offer some thoughts to bring some balance to these plans. I see in some of the plans there are planted areas. Would it be possible to utilise the berm between boundary fences as the walkway / cycleway this way motorists (the main users of the roads) aren't negatively affected by the changes. Additionally while raised crossings absolutely slow traffic, they slow traffic 24 hours a day for the sake of very short periods that cyclists / pedestrians cross those roads. Were automated crossings explored i.e. some sort of lights / signage that alerts drivers when someone actually wants to cross?	My main concern is that the safety improvements for cyclists are at the expense of motorist safety and traffic flow. Safety improvements to a small group should not negatively effect the safety of the larger group. It would have been great to see the feedback from the consultation on whether the community wanted these changes. It's a hard pill to swallow when reading the changes are happening anyway - it doesn't fill the reader with any faith their thoughts will actually be considered.	N/A
4	My home is on a street that will be affected	Very Unsupportive	From the plans I just received I assume the cycle way is going past the front of house.	I strongly believe that this is an absolute waste of money. I have lived here for 20 plus years and you could count on one hand how many students cycle to high school. There was a cycle way at the lower end of Fenton Street that you have just removed. I don't ever remember any person getting knocked down by vehicles in this area	It appears that someone in the office is sitting there coming up with stupid ideas to spend money because they can.
5	I'm not directly affected, but I'm interested	Very Supportive	N/A	N/A	N/A
6	My home is on a street that will be affected The changes are in an area I travel through regularly	Supportive	N/A	I like the fact that there is a push to make cycling safer for cyclists especially young people.	As a cyclist I am too scared to cycle through or around the round-a-bouts. The greenery along with the height of the round-a-bout makes me invisible once I enter the road area going around it. I fear that any young person in this position will also be invisible and potentially seriously injured or killed. Is anything planned to make the Broadway, Fenton St / Regan St intersection safer for cyclists?
7	The changes are in an area I travel through regularly	Neutral	N/A	N/A	N/A
8	My home is on a street that will be affected	Very Unsupportive	Taking away street parking on Cordelia to Swansea will impact the majority of us. Our grass curb is the deepest ditch on the street, not a flat piece of ground you can park a car on, will this potentially be filled and flattened in the phase also? Between Cordelia and Swansea why can't you guys use the grass curb on one side to make a cycle way and leave the road like it is	Dislikes No street parking by our property at all if it is changed. We have very limited off street parking on our property. It's a very busy road and taking away the side bay will most likely cause accidents from people who are impatient to wait while we slow down and try to pull into our driveways safely, at the moment majority of us pull off to the side of the road to get into our driveways safely. Likes Only good thing would be for the cycle users being a bit safer, away from the busy road.	N/A
9	The changes are in an area I travel through regularly	Very Unsupportive	N/A	The whole concept. I am a regular visitor to my Parents on Regan St. If a cycle lane is put in, it will effect car parking and hinder views coming out from driveway. I/we very rarely see cyclists go past so cannot see any reason to put one in. The road condition on Regan St and others are in major need of repair. Why is this not being done instead of an unnecessary expense of a cycleway! Absolutely a waste of ratepayers funds.	
10	My home is on a street that will be affected	Very Unsupportive	We do not want to lose our parking for visitors, plus it is hard enough coming out of our driveways being a main road/highway anyway. We have lived here for 20 years and enjoy what we have available to us outside our home and object to phase 2. Would have been nice to have been consulted about this via mail before plans were drawn up and our funding wasted! We think our funds are better spent improving our road/ Have you driven down it lately! Disappointed home owner. A big no from us.	As explained on the front page	Refer Front page
11	My home is on a street that will be affected	Unsupportive	Narrowing of Swansea Road for cycle lanes will lead to congestion of the heavy 2 lane traffic at opening and closing times of the high school. Also this road is used by many heavy vehicles carrying logs and constructive materials. Large Contractor Farm machinery also is a heavy user of this road. Combination of all these factors will lead to unsafe outcomes, if the road is narrowed. The solution is 2 fold: 1. Go with option of a shared footpath way and 2. remove all heavy traffic from Swansea Road	Swansea Road has periods of very high road way traffic at school opening and closing times. This combined with the use of his road by many heavy trucks carrying logs and landscape type materials and many heavy duty farm contractor vehicles means that the narrowing of the road for a cycle lane would lead to very bad outcomes, both for safety and congestion.	I would be interested in seeing the vehicle count logs for Swansea Road. That must have been done in the lead up to these plans. The solution is 2 fold: 1. go with the option of a shared use footpath way and 2. Remove all heavy traffic from use of Swansea Rd Lloyd has included a plan and written: It would be best in my opinion to make the give way signs for the cyclists, who can then treat the cycleway as any pedestrian could at a pedestrian crossing. This area for stopped cars is only enough for 1 vehicle and 2 vehicles will impede the thoroughway of the main road.

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12	My home is on a street that will be affected	Very Unsupportive	N/A	Its just a waste of money put ing a cycle path on Celia St as nobody cycles down here. Not even high school students. And even less parking for people attending meetings, activities, funerals at the marae. What's the point of 'Have your Say' when you're going ahead anyway, it's all been paid for to start soon.	
13	My home is on a street that will be affected	Very Unsupportive	Put the cycleway and shared sidewalk on the existing sidewalk and plan ing strips. Sidewalks are rooted anyways.	If there is no parking on Regan St, where are my family and friends going to park? Totally unbelievable and ridiculous! 0.3% of the population of Stratford cycle! No way should you take away parking for this ridiculous plan or plans.	\$ can and should be spent more wisely. My swimming fees are going to be doubled and you are wasting \$ on these plans.
14	My home is on a street that will be affected The changes are in an area I travel through regularly	Very Unsupportive	I will not be able to leave my house, unless I travel to the other side of town via Cardiff and Pembroke w hout going over countless needless speed bumps. I won't be able to get to work to see my family or shop. And I am a cyclist. I do not own a car and think that this is pure insanity. If you think that this will make people cycle you are deluded. each and every feature you have planned will cause congestion and bunch traffic which makes my cycling harder. I have cycled as far as a lot of people drive in their lives and there is no way I will ever use a cycle path that has contraflow traffic, they are insanely dangerous. I will never use a cycle path that diverts me into danger by going onto a side road and off again. There is a reason why this is not done in other countries with large numbers of cyclists. The damage and pollution and congestion each of the bumps will cause at these intersec ions is unimaginable and there is also a reason why NZTA removed such a pedestrian crossing in Inglewood. These cycle lanes are so dangerous that I will ride on the road next to the cycle lane. I will be riding too quickly to use he lane safely anyway, and I most certainly should not be forced to massively slow down to make myself more vulnerable to cars which contraflow lanes do. So I will ride on the road, causing further congestion as they will now be too narrow (and more dangerous for cars too as a consequence), and further causing more antagonism than I already face as a cyclist. And it will be entirely the council's fault. I will be forced to use the non cycle lane roads which will be more jammed with more traffic as everyone tries to avoid he congested dangerous speed bumped roads. Get rid of the whole project. If I have any kind of accident due to your criminal negligence in going ahead with this I will sue you.	Everything about this is just insane. It is based on a flawed survey years ago with leading questions. If you had put 'don't have the time to cycle' as an option 99% of people would have ticked it. People stating they will cycle if there are safer options is disingenuous as they ARE the problem. But there is no problem. Stratford is already safe to ride around, as long as you avoid the roads that aren't covered in loose gravel where they have been resurfaced or had kerbs replaced (Swansea, Warrick, Hamlet-Surrey intersection, mid-Cordelia etc) and the speed bumps around the highschool. Those bumps and the pinch point the crossing have created make the road unusable to cycle down, and this will be replicated across the whole town in future. The road is now so dangerous that SHS employ staff to help students cross after school!!! This is what you will replicate across the whole town. This is no hing to do with safety and everything to do with government control that you are too short sighted to realise. The more ime people have to spend travelling the more control the government have over them. All the speed bumps will just lead to more congestion, massive amounts of extra environmental pollution directly (stop start of vehicles, brake dust and the fact that vehicles will clump toge her), indirect pollution due to all the damage it causes to vehicles and surrounding properties, noise pollution and frustration. Removing he majority of the parking spaces will cause more congestion and more pollution and more frustration as people fight and drive around and around to park. This is all statistically proven if you spend 30 seconds researching. By narrowing evey intersection, preventing two cars from approaching, you further increase congestion, and therefore pollu ion and danger on the roads. ANd how will these 'improvements' be maintained. Every single road you do any work on ends up in a worse state than prior to the work (Swansea, Cardiff, Watwin, Bird, Warrick to name a few) when they are ressealed. Once a po hole is formed then it is never fixed. You just chuck a bag of tarmac in and pat it down with a spade, and wait to repeat this ad infinitum. The Cardiff - Opunake intersection is a prime example of this, and one pothole has turned the whole area into one big gravel pit. Just imagine when you have even less money as you spent it all on government propoganda projects how you will actually look after these cycle lanes. They won't ever be clean and clear enough to ride on safely.	If you or the government were genuinely concerned about road safety, you would divide the \$8m up between each house in Stratford to buy better cars and to train all the drivers to a proper standard instead of the third world standards required here. I went for a ride with a group of cyclists at the weekend, and here was nothing positive said about your intentions. Nothing. In fact, the group was so upset about it, I was having nightmares about how bad you will make Stratford. Basically, you will make it into a car park hat is too dangerous to cycle in.
15	My home is on a street that will be affected.	Unsupportive	Drawing of Regan St - Cordelia to Swansea of changing the cycleway to the grass berm. He has written a note that says: 'entering and exiting my driveway of 90° and over a large block of concrete is bad enough now with out you removing the only safe buffer zone I have.'	I live right in the centre of this area and the noticeable cycling is very minimal at the best of times even at school times. Traffic parking is however used extensively especially in he area from both east bound and west bound. Those business people pulling over to do phone calls before entering the town area and truckies doing log book checks etc. Several four buses (old folks) and groups stop at the Memorial Park. So I suggest to you with this in mind, that you consider just simply NOT doing major expensive changes and simply move this area of he cycleway on to the grass area behind the existing gutter. (40 yrs experience in the area, as per enclosed plan front).	Yes once again I will voice my opinion on this subject. The Regan St Round-a-bout has got to go for two reasons: 1. The damage to this area by large truck (heavy)turning and ripping up the seal. cannot be controlled. So to achieve this we need to remove it and replace it with a set of traffic lights. This will set the flow back in an orderly and SAFE motion, instead of playing 'Russian Roulette' to get across./And have those STUPID trees removed. They are a SAFETY HAZARD = can't see other vehicles from inside a small vehicle, STOP saying "It's a state highway" and get on with it and Petition the controlling power and tell them that its a SAFETY ISSUE.
16	N/A	Very Unsupportive	15 minute city's'	N/A	N/A
17	I'm not directly affected, but I'm interested	Very Unsupportive	This project will lead to an increase to he rates we will have to pay in the future This project needs to be canned period.	The stupidity of the ime frame for this project is un believable Stratford council do not have personal with the town planning skills to oversee or keep this sort of project with in a specific budget rate payers will be required to foot the bill for ill-conceived decisions .	Woke dream

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18	<p>My business is on a street that will be affected</p> <p>The changes are in an area I travel through regularly</p>	Very Unsupportive	<p>We refer to our submission on the Stage 1 Proposal. To enable cyclists and pedestrians to access Stage 2 from Stage 1 without interruption will require that they be connected. In our case this will mean that the cycle lane on Page Street will have to extend from Miranda Street through to Broadway thus preventing us from using the roadside and our entrance for offloading our retail products from the heavy truck and trailer delivery vehicles. The 20% contribution from rates that is required to enable this project to proceed has to be paid regardless of whether it is by loan or direct from rates. In both cases, this will increase our operating costs which are already high and again negatively effects the viability of our business. If we are unable to unload these items as we do at present then that would be a severe restriction to our business operations and could potentially lead us to move our business out of town or even close down. Either option would result in the loss of up to seven jobs in the town.</p>	<p>The Council has no mandate from the community nor has it presented any data whatsoever to demonstrate that his proposal is needed or will have any measurable benefit to our community. They have not consulted with all affected parties (including ourselves and neighbouring businesses) and have no idea how much use (if any) it will receive or what the long term costs will be. This is a continuation of Stage 1 virtually the same scenario as the recently completed swimming pool as mentioned previously and a continuation of Stage 1 which cannot be. To repeat that folly would be unforgivable and an indictment on the Councillors who approve it. Recent information released by the NPDC confirming a massive blowout in the projected cost for their similar projects gives us no confidence that the same will not happen here. We expect that the 20% rates contribution is likely to increase significantly, especially in view of the contracting basis proposed and the likelihood that he work will not be completed within the allowed time frame. We also believe that the safety of cyclists and other road users could be compromised, particularly young people who may be encouraged to use the proposed two way cycle lanes. They stand the risk of being confused when they enter and leave that protected area as to which side of the road they should be on, plus, they will need to cross the carriageway when traveling in one direction and in doing so place themselves at risk of conflict with an oncoming vehicle. We wonder how Councillors will feel if a child is injured or worse because they were placed in this position of conflict by their unwillingness to take a stand on this matter?</p>	<p>Free' money from the government for their pet projects is not free at all. As taxpayers it costs us all in addition to which is the 20% rates contribution (which we anticipate will actually be significantly more) that we will be required to make, not to mention the ongoing maintenance costs. Projects of this scale and impact on the community are normally subject to consultation via the Long Term and Annual plan processes and it's frustrating that the Government & Councils are circumventing this in order to force his work through. There are no tangible facts and figures to prove the need for or benefits of his proposal, no accident statistics produced, no visible signs of cyclists or pedestrians struggling to make their way to their destinations via the current network of street and pavements. There will certainly be supporters when asked if it's a good idea, but we're sure that the answer would be different if they were also told that it will increase their rates or rent by X% per year. We all have things we like, but the majority of us choose to live within our means. Bureaucrats and politicians love to spend other people's money. I know because I worked there for 20 years and saw it happen far too often. Local government is not a business, it's a monopoly with no competition. The town would die if it were not for small businesses like ours and operating with real competition is tough. Times are tight, this is just a vanity project pushed by the government bowing to ideological pressure from sources outside of our country. We urge Councillors to say enough is enough, we don't need to impose this politically correct/green agenda nonsense on our community and so we choose to reject the project in full.</p>
19	<p>The changes are in an area I travel through regularly</p>	Very Unsupportive	N/A	N/A	<p>I am against these cycleways. You say it's to encourage kids to bike to school and yet I can't see anywhere what the plan is for getting across Broadway and this to me would be the biggest sticking point for me and my kids to biking around Stratford safely. I see New Plymouth's budget has already blown out before they've even started their proposed cycleways. Now they're looking at only getting one out of the three corridors they had initially proposed. How can we in Stratford be confident we'll get a fraction of what is proposed and what exactly will we get for our 1.5 million ratepayer input? We're told our cycleways will be added to in future years, (who's paying for that?), how can we give informed feedback when we don't know what the overall long term plan will look like? This is a rushed process, who will be responsible if we end up with a half finished job with no money for maintenance?</p>
20	<p>My home is on a street that will be affected</p> <p>The changes are in an area I travel through regularly</p>	Neutral	N/A	N/A	<p>Money could be spent on cleaning up the town.</p>
21	<p>My home is on a street that will be affected</p>	Unsupportive	<p>Leave road as is, save \$\$\$. Rubbish trucks need room. Cyclists and scooters should not be close to heavy transport. Could be blown off their bikes etc. Very dangerous. All cycle lanes should be next to footpaths. Existing parking between Cordelia and Swansea Rd should be pick up-drop off for short time only. Rubbish bins would be a problem if cycle lanes are next to the road.</p>	N/A	<p>He has attached a plan of the cross section of a typical road layout for phase 2. He has drawn on the Regan Street - Cordelia to Swansea cross section - 'Leave road as is' and has drawn the cyclelane with either side? Next to footpath.</p>
22	<p>The changes are in an area I travel through regularly</p>	Neutral	<p>I'm pleased to see overall cycling initiative. But I would have preferred a recreational/get into cycling goal - with say a cycleway circling the tower area linking existing cycle paths. Was this considered?</p>	<p>Do not dislike anything directly as I'm not adversely affected - but hear many disgruntled residents whose parking, access to entrances are impacted.</p>	<p>See over page - Was a recreational option considered - to encourage families and visitors to the town. <u>Keen to hear a reply.</u></p>

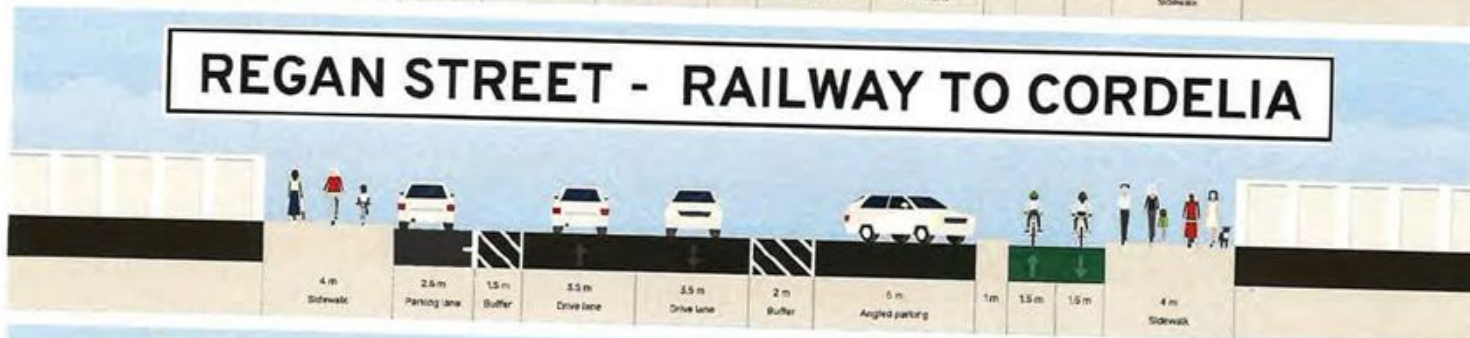
Phase 2 Supporting documentation to submitted feedback

Cross section: Stratford Transport Choices Project Phase 2 - Typical Road Layout

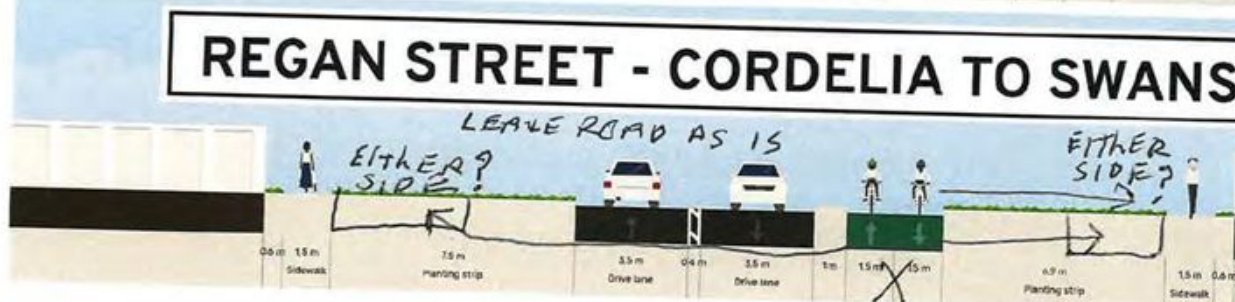
REGAN STREET - SH.3 TO RAILWAY



REGAN STREET - RAILWAY TO CORDELIA



REGAN STREET - CORDELIA TO SWANSEA



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

PHASE 2 - OTHER FEEDBACK RECEIVED

i.e. Phone, Email, In Person

Feedback Number	Date	Type of Communication	Comments
1	12/09/2023	Email to TC Inbox	<p>Hi, I would like to know what is the plan for implementation of a safe crossing of SH3 so kids can get from the eastern side of town to Stratford Primary School etc? It does not appear anywhere in the plans outlined as far as I know. Was there any consideration for a tunnel under SH3 or a walking overriden as options?? Thanks Concerned Parent</p>
2	14/09/2023	Email to TC Inbox	<p>Below are my comments on the Transport Choices – Stage 2 proposal. As with Stage 1, I strongly oppose Stage 2 of the Transport Choices. I have serious concerns about the potential dangers of the designs (as described in my Stage 1 submission), the cost, the extremely short time frame to complete the project, the on-going maintenance costs and future costs to, as you say in your blurb, "...but our work to improve our district's transport networks won't stop there! We'll continue to develop our walking and cycling network in the district to provide better connections with our communities." Where will the money come from for the Council's 20% contribution for Stage 1 & 2 and the continued development? I consider the immediate costs and the long term costs to be an inappropriate focus for the Council in light of the increasing rates costs, a cost of living crisis and an extremely difficult economic outlook for farmers which, in turn, will have a knock on affect to the local business and community. I believe that this amount of spending and future spending on this type of project needs to be in consultation with and sanctioned by the ratepayers. Your Phase 1 & 2 Map indicates that crossing Broadway is part of Stage 2; however, as far as I can see, the comprehensive plans don't show any detail of where the crossing/s will be. We need to know and understand this, as there is potential that the positioning of the crossings may affect our business which borders onto Broadway. We also need to know the future plans to understand what affect it could have on our business. Thank you for considering my submission. Kind regards</p>

3	14/09/2023	Printed form which residents of Regan St have filled out	<p>My fellow Regan Street Residents, as you are aware, the Stratford council are proposing to remove all parking on both sides of Regan Street, from Cordelia Street to Swansea Road to install a 4m cycle lane. (Please see attached map) A better option to the proposed plan, is a sharded sidewalk/cycle lane as installed on Fenton street. If you are opposed to the removal of off street parking as I am, knowing there is an alternative, please sign this copy and return to my letterbox 143 Regan Street before noon Tuesday 12 September to be incorporated in Tuesday's council meeting. Name: Address: Signature:</p>
4	19/09/2023 Neil Volzke forwarded to Erin B and Steve B on 22/09/23 who then forwarded to TC team to include in feedback spreadsheet	Email to the Mayor & Councillors	<p>Good Evening, I'm forwarding my Stage 2 Transport Choice submission for your perusal. Subsequent to submitting my submission last week, I have since read that the New Plymouth District has revealed that the estimates to develop the New Plymouth dedicated cycle lanes have more than doubled from \$17 million to \$35.7m. Costs of Stratford DC's proposal are a real concern to me and this article reinforces this concern. Additionally, the Carterton District Council [CDC] has pulled the plug on its proposed cycleway. I hope this is something that you, as councillors, will also seriously consider. You are probably already aware of the above articles; however, I have copied the links below for your reference. https://times-age.co.nz/local-government/carterton-district-council/carterton-cycleway-project-scrapped/ https://www.stuff.co.nz/taranaki-daily-news/news/132929976/costs-skyrocket-for-proposed-new-plymouth-traffic-safety-plans Below is my submission. Kind Regards</p> <p>The forwarded email of her submission received to the TC inbox on the 14th September 2023 (2 above) was then underneath this email.</p>

5	27/09/2023 3:27pm	Email to Natalie McLeod in response to feedback email that was sent.	<p>Hi Natalie,</p> <p>I'm just looking at your feedback summary. I see this statement in there, "Phase 2 will link the east and west sides of Stratford through safe crossing points on State Highway 3". I've looked at the plans and can't see what is happening with the crossings across State Highway 3/Broadway. Can you please give me an answer what those crossings look like and where they will be. As this project has to be all finished by June 30th 2024 and this is stage 2 of your plans and you are consulting with the town, you must have this information available. How can we give proper feedback if major parts of the plans are incomplete? What else is missing on the plans?</p> <p>Also this is in your summary, "Our Transport Choices team delivered letters, feedback forms, and sets of drawings and plans to affected residents". We live on Surrey Street and going by the plans, we are getting a raised crossing on our street but I didn't see any information on this other what I had to go out and find myself. When will you be doing your consultation with the Surrey Street residents?</p> <p>I look forward to your reply</p>
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Transport Choices Stratford

Summary of community feedback

Stratford District Council, September 2023



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

About our Transport Choices project

During August and September 2023, Stratford District Council asked for feedback on our Transport Choices project to develop a network of safe and environmentally friendly walking and cycling paths for Stratford's kids and the wider community.

Our Transport Choices project has two phases:

- Phase 1 creates a safe walking and cycling network between schools and important destinations on the west side of Stratford.
- Phase 2 will link the east and west sides of Stratford through safe crossing points on State Highway 3 and create cycling / walking access from key residential areas to destinations on the east side of Stratford, like Stratford High School, Stratford Bike Park, and Whakaahurangi Marae.

How we asked residents for their feedback

- Our Transport Choices team delivered letters, feedback forms, and sets of drawings and plans to affected residents.
- We held one-off public drop-in sessions at Stratford Primary School, St. Joseph's School, and TET Multisports Stadium, and weekly drop-in sessions at the Stratford Library and Visitor Information Centre during Phase 1 and 2 feedback periods.
- We advertised on Facebook, on our website, and sent messages to users of our Antenna app.
- We sent out media releases at the start of each public feedback period.
- In our free local community newspaper, the Stratford Press, we had regular reminders and information included in our weekly community newsletter, and we placed a full-page advertisement during the feedback period for Phase 1.
- We emailed stakeholders, representatives of our local iwi, and people who subscribed to email updates about Transport Choices. Many of our subscribers are parents and caregivers who filled in a recent survey about their child's travel to and from school.
- We had paper feedback forms and plans available at Stratford Library and Visitor Information Centre, Wai o Rua – Stratford Aquatic Centre, and council's Service Centre.
- Our Transport Choices team were available to answer questions and take feedback by email and phone.

About this summary document

We're providing an outline of key comments and response numbers from Phase 1 and 2 of our public feedback period.

In addition to this feedback, we received a document of 550 signatures from people who were against a general narrowing of roads and the removal of parking spaces in Stratford. The document didn't mention specific plans, streets, or areas of concern, because of this, while we acknowledge these people's concerns, we are unable to include this in our summary of feedback.

Sign-up for Transport Choices email updates



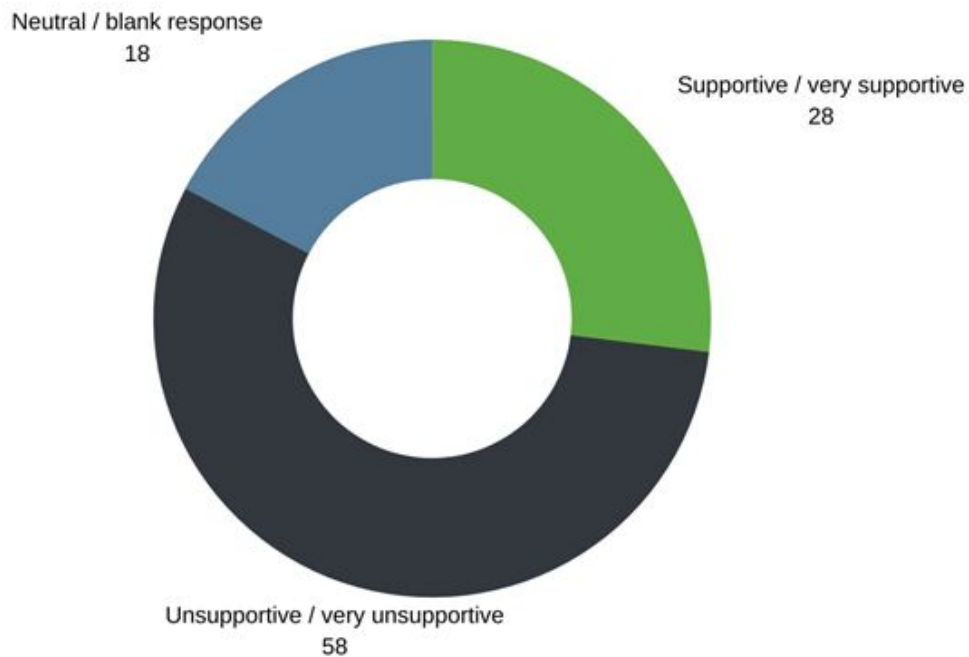
Transport Choices Stratford
Summary of community feedback
 Stratford District Council, September 2023

Phase 1 feedback

Open from Monday 14 August to 4pm Friday 8 September 2023

- Our Transport Choices team delivered **209 letters, feedback forms, and sets of drawings and plans** to residents on affected streets.
- We received a total of **75 responses via our feedback forms**. Respondents ranged from those who live, have a business, or travel through an affected area, to those who are not impacted, but are interested in the proposed plans.
- In addition, our Transport Choices team received **29 other responses** to our proposed plans by phone, email, social media, or at our drop-in sessions.

Across all of our respondents, how do people feel about our proposed Transport Choices plans for Phase 1?



Level of support	Responses	Feedback type
Very supportive	12	Form
Supportive	8	Form
Supportive tone to feedback	8	Other feedback
Neutral / blank response	8	Form
Neutral tone to feedback	10	Other feedback
Unsupportive	14	Form
Unsupportive tone to feedback	11	Other feedback
Very unsupportive	33	Form

Transport Choices Stratford
Summary of community feedback
 Stratford District Council, September 2023

Phase 1 feedback continued...

People who were unsupportive of Transport Choices Phase 1 said:

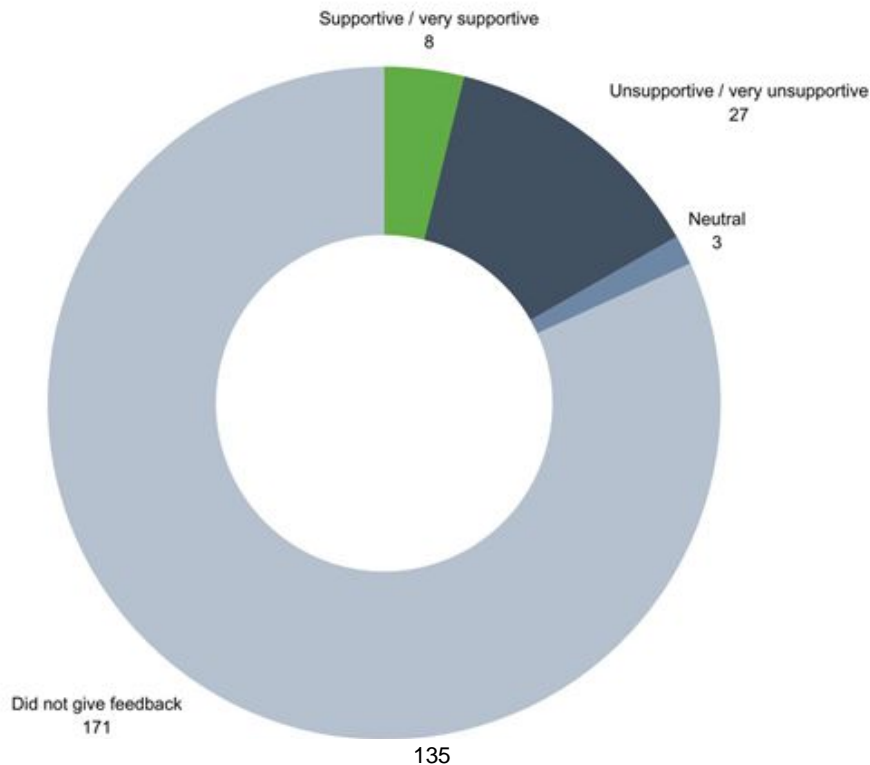
- Hamlet Street is too busy for on-street cycle lanes, with too many heavy vehicles.
- There are not enough cyclists to justify the changes and impacts.
- Navigation on and crossing SH3 will be problematic or unsafe.
- Not enough parking will be available on Miranda Street for the church and school community.
- Council should not use ratepayer money.
- The project will be rushed, and the result will not be right for the community.
- Crossing on Pembroke Road will be problematic for Taranaki Diocesan School Students.
- Putting more speed humps in will increase fuel consumption and cause pollution.
- It will impact businesses, restrict access, and impede truck and trailer units unloading or loading.
- We should leave the road as-is near the Immaculate Conception Church and St Joseph's Primary School and update the crossing between them.

- There are too many pedestrian crossings.
- Too many parking spaces will be lost.
- Roads which have cycle lanes installed in them will be too narrow and lead to congestion, parking / pulling out issues.

People who were supportive of Phase 1 said:

- That the project will help to keep kids safe.
- The changes will promote active travel options which are beneficial for health.
- We could use King Edward Park and the access track and go behind TET stadium and Wai o Rua.
- We could use the Patea Road bridge as a crossing point.
- Change the cycle lane from Miranda Street to Portia Street.
- We could change the cycle lane to the other side of the road on Miranda, Regan and Broadway Streets and leave parks as-is outside the doctor's surgery.
- The project has great potential, but more thought needs to go into making it work for all users.

How do affected residents feel about Phase 1 of our Transport Choices project?



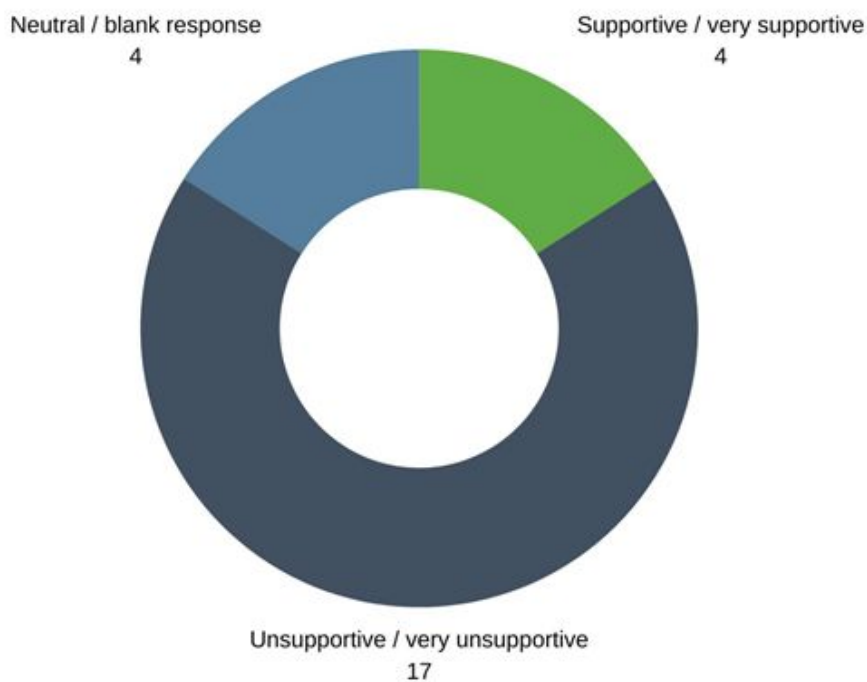
Transport Choices Stratford
Summary of community feedback
 Stratford District Council, September 2023

Phase 2 feedback

Open from Monday 4 September to 4pm Friday 15 September 2023

- Our Transport Choices team delivered **190 letters, feedback forms, and sets of drawings and plans** to residents on affected streets.
- We received a total of **22 responses via our feedback forms**. Respondents ranged from those who live, have a business, or travel through an affected area, to those who are not impacted, but are interested in the proposed plans.
- In addition, our Transport Choices team received **3 other responses** to our proposed plans by phone, email, social media, or at our drop-in sessions.

Across all of our respondents, how do people feel about our proposed Transport Choices plans for Phase 2?



Level of support	Responses	Feedback type
● Very supportive	3	Form
● Supportive	1	Form
● Supportive tone to feedback	0	Other feedback
● Neutral / blank response	3	Form
● Neutral tone to feedback	1	Other feedback
● Unsupportive	4	Form
● Unsupportive tone to feedback	2	Other feedback
● Very unsupportive	11	Form

Transport Choices Stratford
Summary of community feedback
 Stratford District Council, September 2023

Phase 2 feedback continued...

People who were unsupportive of Transport Choices Phase 2 said:

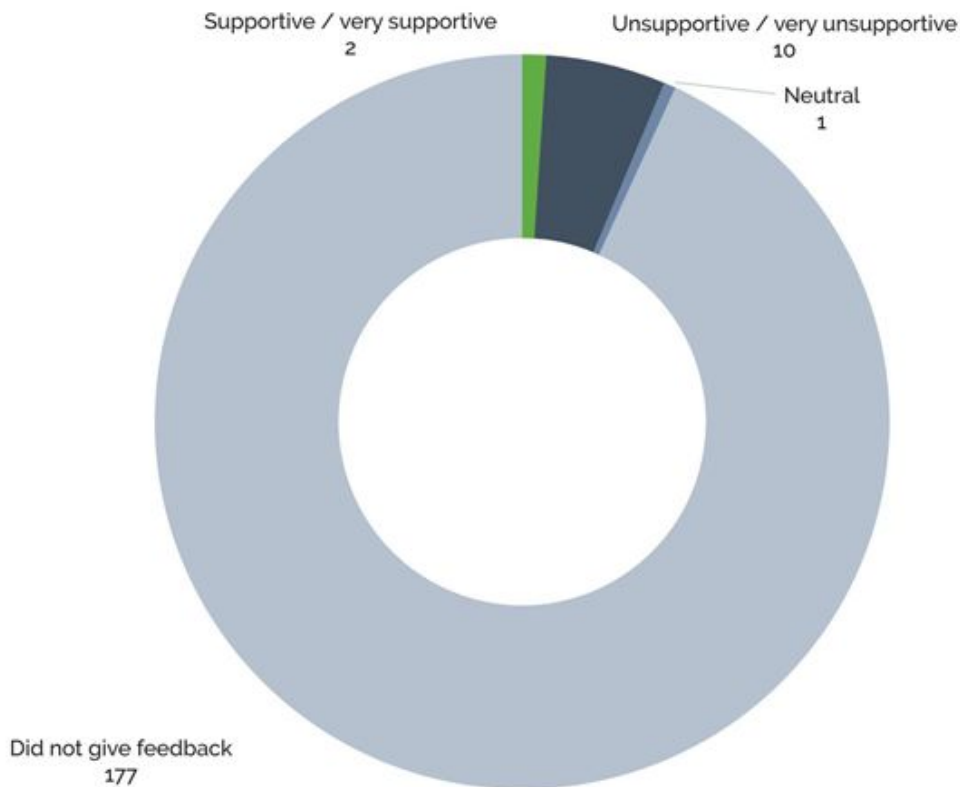
- There will be a disruption to the flow of traffic with benefits for only a small user group.
- Council should not use ratepayer money / the project will increase rates / maintenance costs will be too high.
- There are not enough cyclists to justify the changes and impacts.
- There will be no parking available down Regan Street / we should move the cycle lane to the grass berm / we should move the cycle lane next to the footpath between Cordelia and Swansea
- The changes will make it dangerous to come in and out of driveways on Regan Street.
- We should make Swansea Road a shared path or an off-road cycle way.
- The cycle lanes will not be safe for cyclists to use. The lanes must be maintained to be kept safe.

- Young riders may get confused when leaving the cycleways.
- Speed bumps will slow traffic and cause traffic congestion.
- Some cyclists travel too fast to be on the cycle lane.
- SH3 Roundabout at Regan Street should change to a traffic light intersection.
- It will impact businesses, restrict access, and impede truck and trailer units unloading or loading.
- Due to costs, it will be a half-finished job with no money for maintenance.
- Crossings on Broadway are more important for biking in Stratford safely.
- Location of crossings on Broadway could impact businesses.

People who were supportive of Phase 1 said:

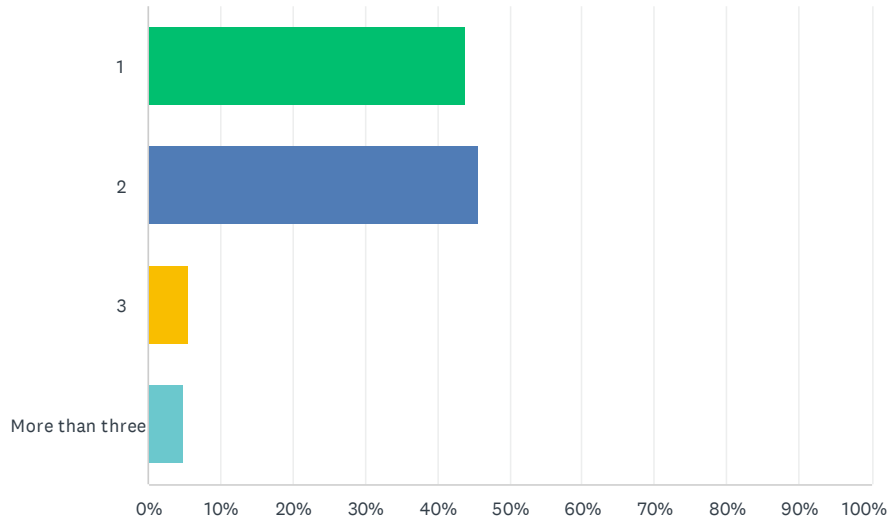
- They like the fact there is a push to make cycling safer.

How do affected residents feel about Phase 2 of our Transport Choices project?



Q1 How many kids do you have attending primary school?

Answered: 125 Skipped: 0

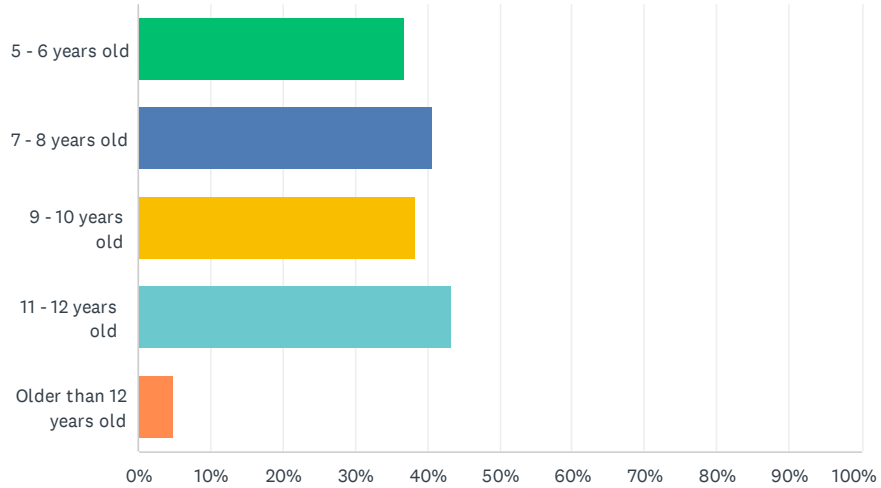


ANSWER CHOICES	RESPONSES	
1	44.00%	55
2	45.60%	57
3	5.60%	7
More than three	4.80%	6
TOTAL		125

From where to kura. How are your kids getting to school?

Q2 How old are they? Select their ages.

Answered: 125 Skipped: 0

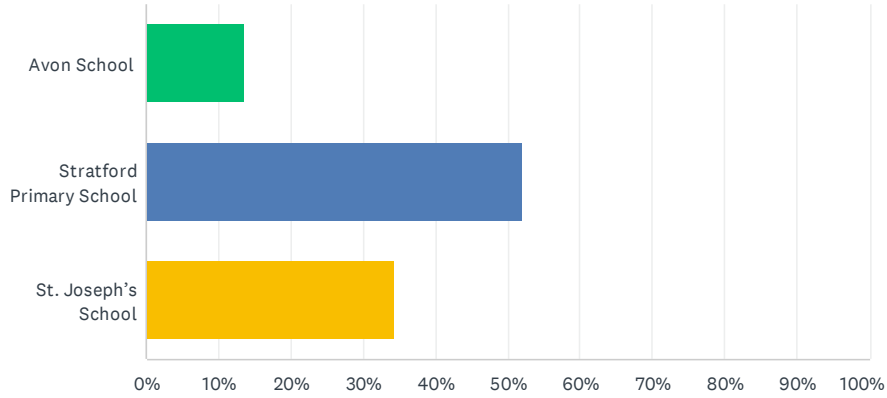


ANSWER CHOICES	RESPONSES
5 - 6 years old	36.80% 46
7 - 8 years old	40.80% 51
9 - 10 years old	38.40% 48
11 - 12 years old	43.20% 54
Older than 12 years old	4.80% 6
Total Respondents: 125	

From where to kura. How are your kids getting to school?

Q3 Which school do they go to?

Answered: 125 Skipped: 0

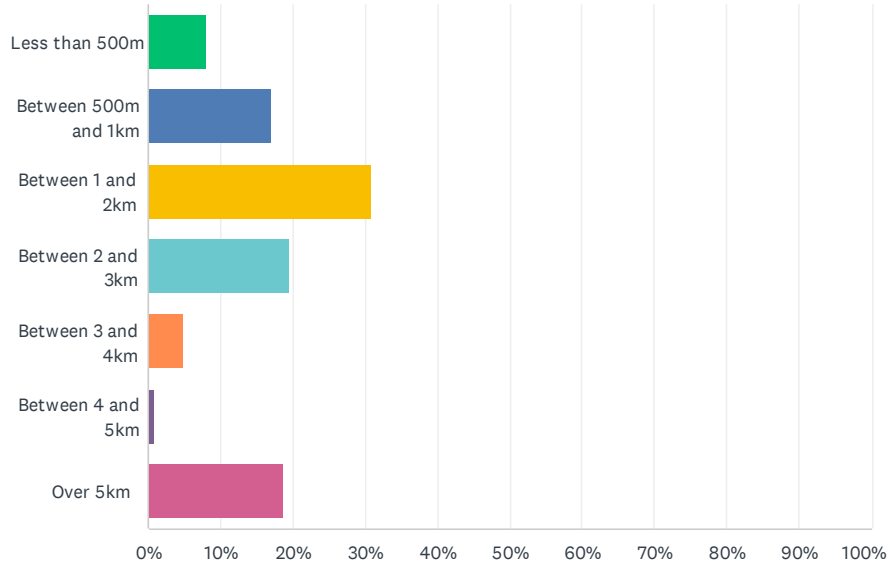


ANSWER CHOICES	RESPONSES
Avon School	13.60% 17
Stratford Primary School	52.00% 65
St. Joseph's School	34.40% 43
Total Respondents: 125	

From where to kura. How are your kids getting to school?

Q4 Approximately, how far do they need to travel to get to school?

Answered: 123 Skipped: 2

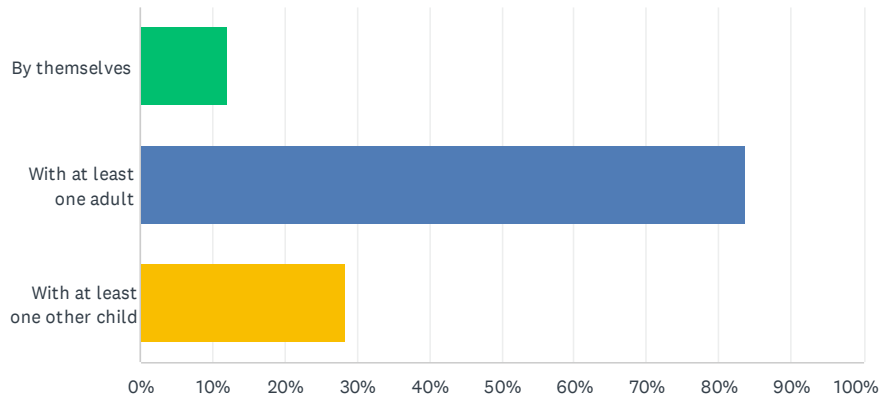


ANSWER CHOICES	RESPONSES	
Less than 500m	8.13%	10
Between 500m and 1km	17.07%	21
Between 1 and 2km	30.89%	38
Between 2 and 3km	19.51%	24
Between 3 and 4km	4.88%	6
Between 4 and 5km	0.81%	1
Over 5km	18.70%	23
TOTAL		123

From where to kura. How are your kids getting to school?

Q5 Do they normally travel to and from school by themselves or with someone? If you've got more than one kid, select all that apply.

Answered: 123 Skipped: 2

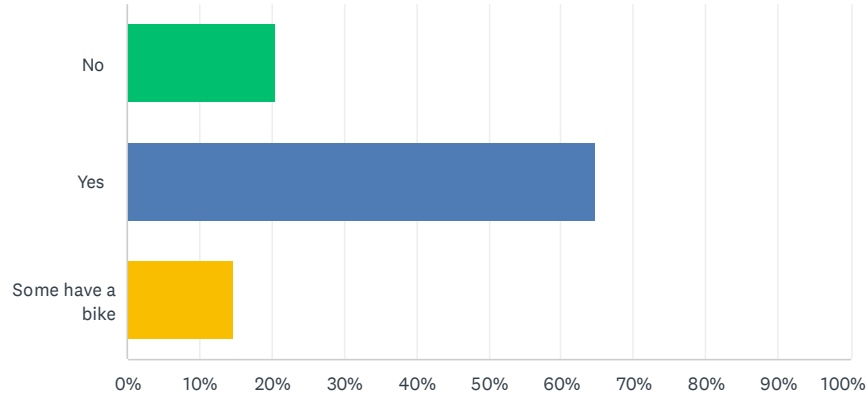


ANSWER CHOICES	RESPONSES	
By themselves	12.20%	15
With at least one adult	83.74%	103
With at least one other child	28.46%	35
Total Respondents: 123		

From where to kura. How are your kids getting to school?

Q6 Do they own a bike?

Answered: 122 Skipped: 3

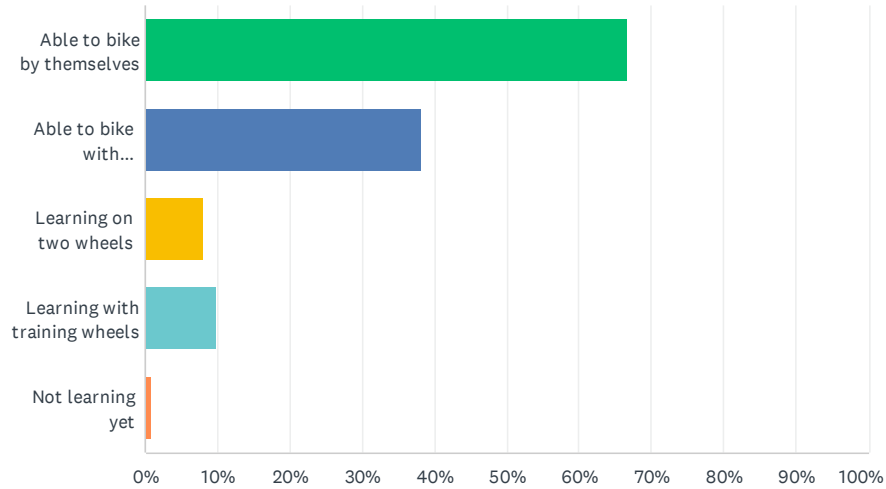


ANSWER CHOICES	RESPONSES	
No	20.49%	25
Yes	64.75%	79
Some have a bike	14.75%	18
TOTAL		122

From where to kura. How are your kids getting to school?

Q7 How confident are they on a bike? If you've got kids at different levels, select all that apply.

Answered: 123 Skipped: 2

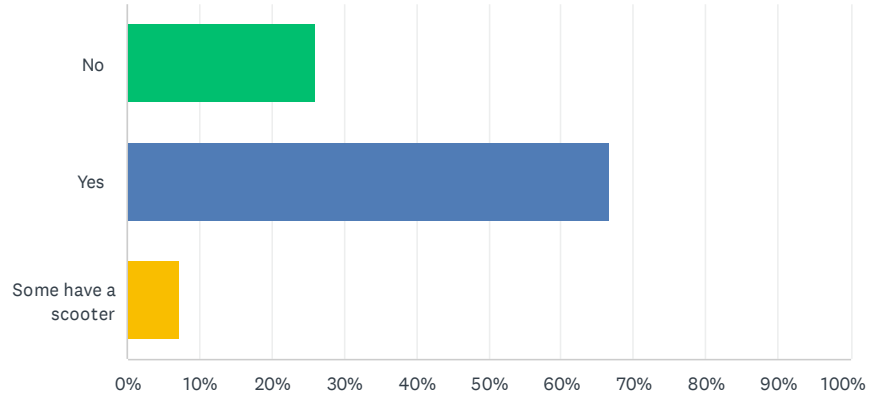


ANSWER CHOICES	RESPONSES
Able to bike by themselves	66.67% 82
Able to bike with supervision	38.21% 47
Learning on two wheels	8.13% 10
Learning with training wheels	9.76% 12
Not learning yet	0.81% 1
Total Respondents: 123	

From where to kura. How are your kids getting to school?

Q8 Do they own a scooter?

Answered: 123 Skipped: 2

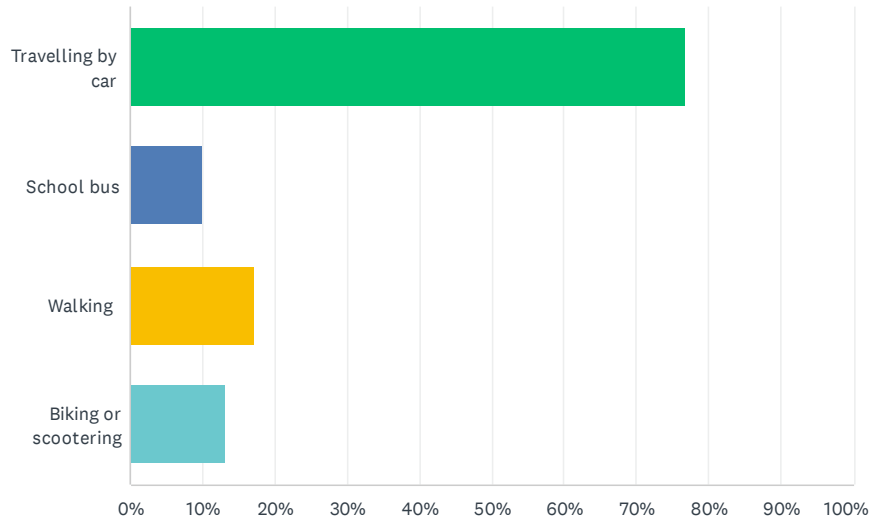


ANSWER CHOICES	RESPONSES	
No	26.02%	32
Yes	66.67%	82
Some have a scooter	7.32%	9
TOTAL		123

From where to kura. How are your kids getting to school?

Q9 On a normal day, what is the main way they get to school? If you've got multiple kids travelling in different ways, you can select more than one option.

Answered: 121 Skipped: 4

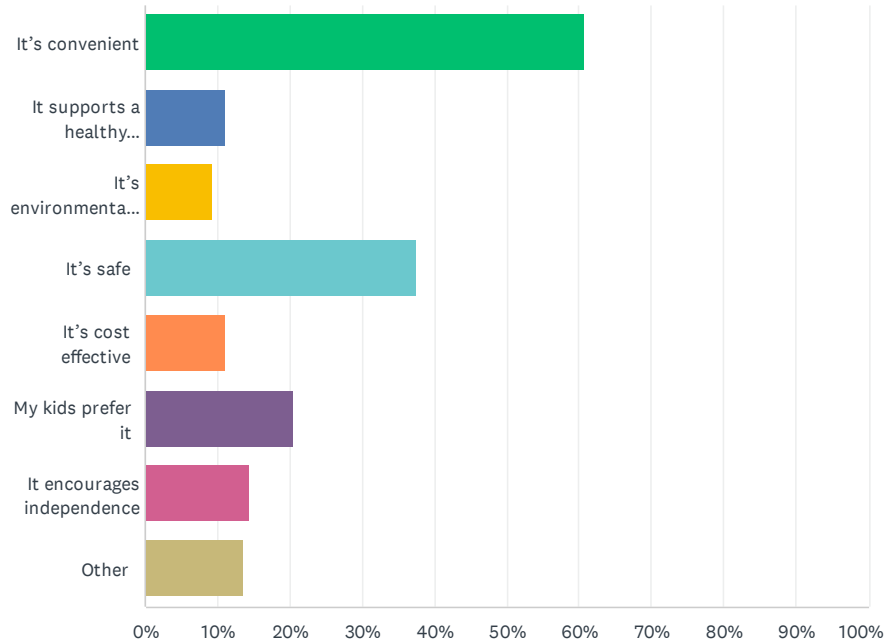


ANSWER CHOICES	RESPONSES	
Travelling by car	76.86%	93
School bus	9.92%	12
Walking	17.36%	21
Biking or scootering	13.22%	16
Total Respondents: 121		

From where to kura. How are your kids getting to school?

Q10 Why have you chosen this method of travel to get to school? Select the options that apply.

Answered: 117 Skipped: 8

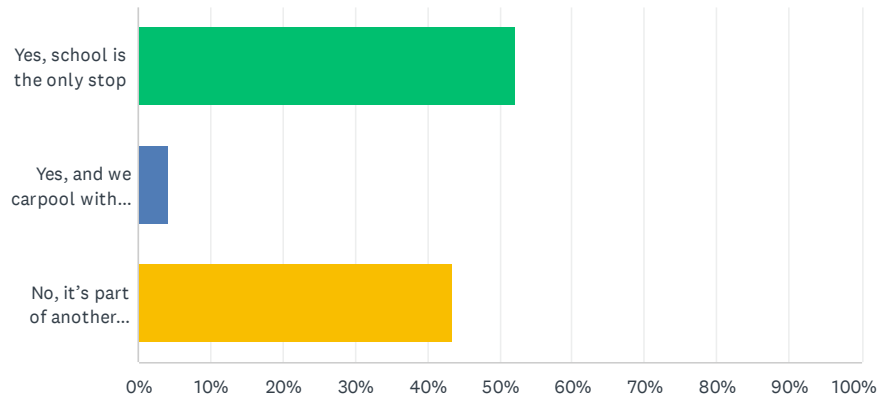


ANSWER CHOICES	RESPONSES	
It's convenient	60.68%	71
It supports a healthy lifestyle	11.11%	13
It's environmentally friendly	9.40%	11
It's safe	37.61%	44
It's cost effective	11.11%	13
My kids prefer it	20.51%	24
It encourages independence	14.53%	17
Other	13.68%	16
Total Respondents: 117		

From where to kura. How are your kids getting to school?

Q11 If the main way they travel to school is by car, is school the only stop on the journey?

Answered: 92 Skipped: 33

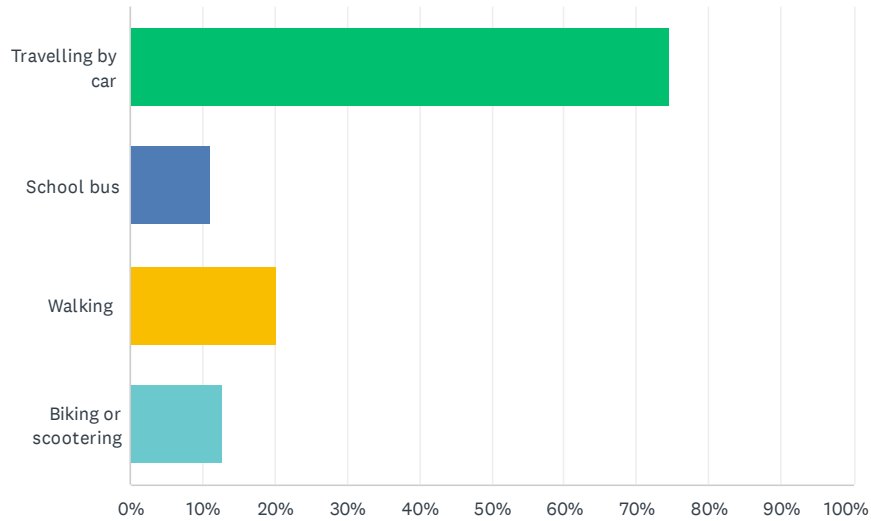


ANSWER CHOICES	RESPONSES	
Yes, school is the only stop	52.17%	48
Yes, and we carpool with others	4.35%	4
No, it's part of another journey (to or from work or shopping etc)	43.48%	40
TOTAL		92

From where to kura. How are your kids getting to school?

**Q12 On a normal day, what is the main way your child gets back home?
If you've got multiple kids travelling in different ways, you can select more than one option.**

Answered: 118 Skipped: 7

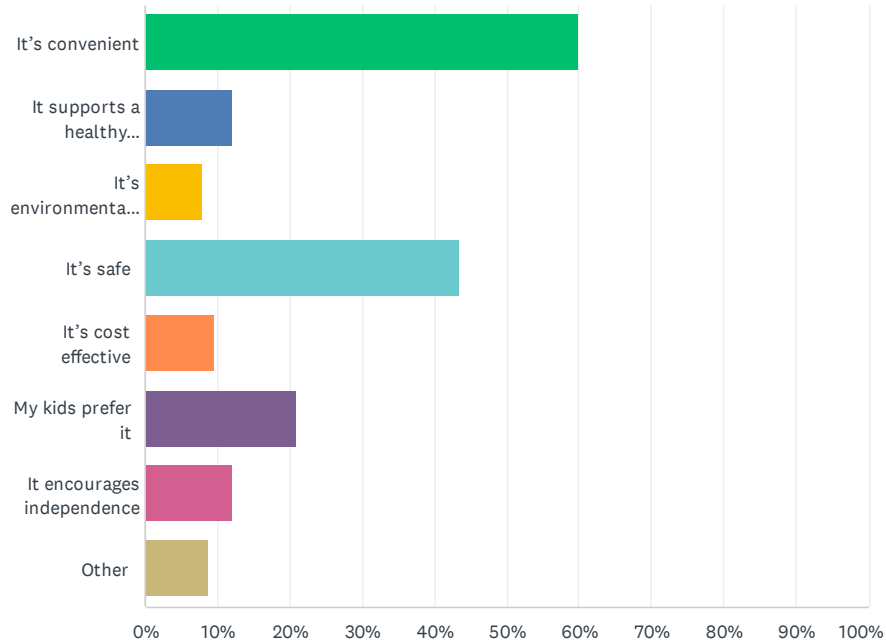


ANSWER CHOICES	RESPONSES	
Travelling by car	74.58%	88
School bus	11.02%	13
Walking	20.34%	24
Biking or scootering	12.71%	15
Total Respondents: 118		

From where to kura. How are your kids getting to school?

Q13 Why have you chosen this method of travel to get back home? Select the options that apply.

Answered: 115 Skipped: 10

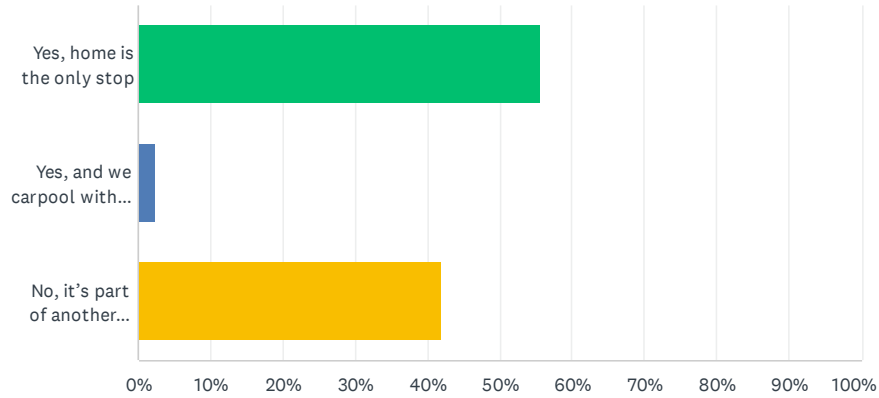


ANSWER CHOICES	RESPONSES	
It's convenient	60.00%	69
It supports a healthy lifestyle	12.17%	14
It's environmentally friendly	7.83%	9
It's safe	43.48%	50
It's cost effective	9.57%	11
My kids prefer it	20.87%	24
It encourages independence	12.17%	14
Other	8.70%	10
Total Respondents: 115		

From where to kura. How are your kids getting to school?

Q14 If the main way they travel back home is by car, is home the only stop on the journey?

Answered: 88 Skipped: 37

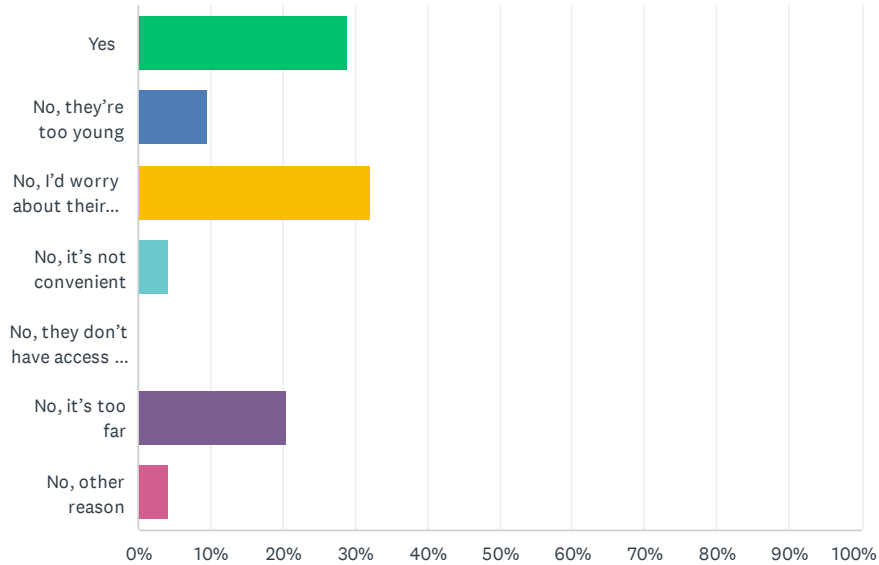


ANSWER CHOICES	RESPONSES	
Yes, home is the only stop	55.68%	49
Yes, and we carpool with others	2.27%	2
No, it's part of another journey (to or from work or shopping etc)	42.05%	37
TOTAL		88

From whare to kura. How are your kids getting to school?

Q15 Right now, would you consider encouraging at least one child to bike, scooter, or walk to / from school?

Answered: 93 Skipped: 32



ANSWER CHOICES	RESPONSES	
Yes	29.03%	27
No, they're too young	9.68%	9
No, I'd worry about their safety	32.26%	30
No, it's not convenient	4.30%	4
No, they don't have access to bikes or scooters	0.00%	0
No, it's too far	20.43%	19
No, other reason	4.30%	4
TOTAL		93

From where to kura. How are your kids getting to school?

Q16 What would encourage you to let them bike, scooter, or walk to / from school?

Answered: 69 Skipped: 56

From where to kura. How are your kids getting to school?

Q17 Are there any changes that can be made to make your journey to school safer or easier for your tamariki?

Answered: 78 Skipped: 47

From where to kura. How are your kids getting to school?

Q18 Are there any other comments you'd like to make about travelling to and from school?

Answered: 36 Skipped: 89

From where to kura. How are your kids getting to school?

Q19 Enter your details here to go in the draw to win.

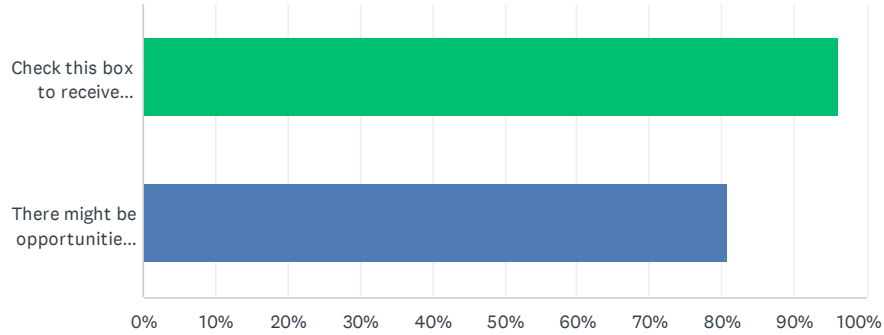
Answered: 108 Skipped: 17

ANSWER CHOICES	RESPONSES	
Name	100.00%	108
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	99.07%	107
Phone Number	99.07%	107

From where to kura. How are your kids getting to school?

Q20 Are you interested in updates?

Answered: 52 Skipped: 73



ANSWER CHOICES	RESPONSES	
Check this box to receive email updates about Stratford's Transport Choices programme.	96.15%	50
There might be opportunities for you to give further feedback about our Transport Choices programme. Check this box if you're interested in being contacted for this purpose.	80.77%	42
Total Respondents: 52		

Appendix 4

Transport Choices Project Recommended Plan

Phase 1

1. Regan Street – Stratford Primary School.
2. Regan Street – Hamlet Street to State Highway 3 Broadway.
3. Hamlet Street – Regan St to Pembroke Road.
4. Portia Street- Regan Street to Fenton Street.
5. Miranda Street – St Joseph's Primary School
6. Celia Street – Miranda Street to Hamlet St.
7. Hamlet Street – Celia Street to Romeo Street.
8. Hamlet Street – Avon Primary School.

Figure 1. Regan Street – Stratford Primary School

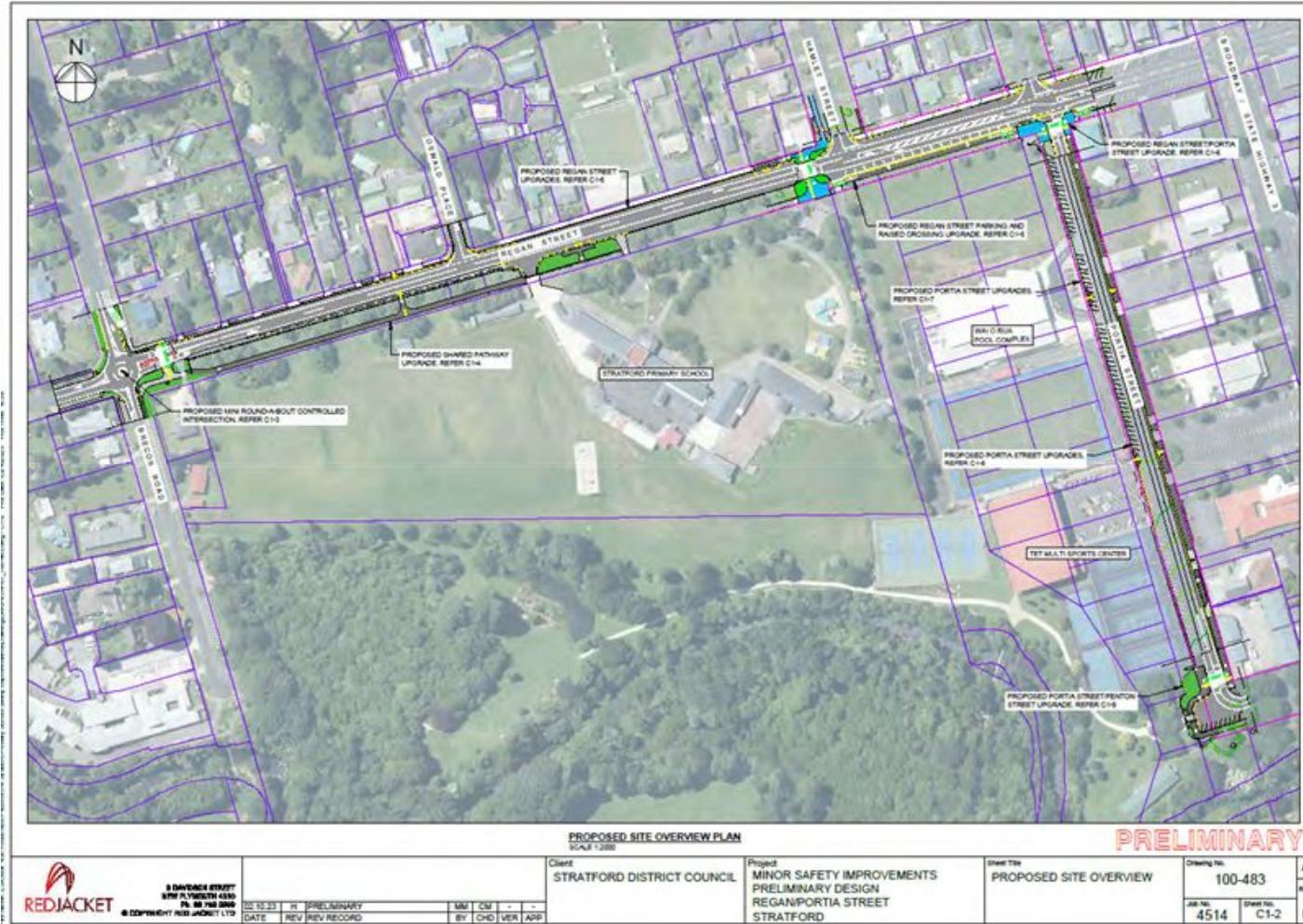
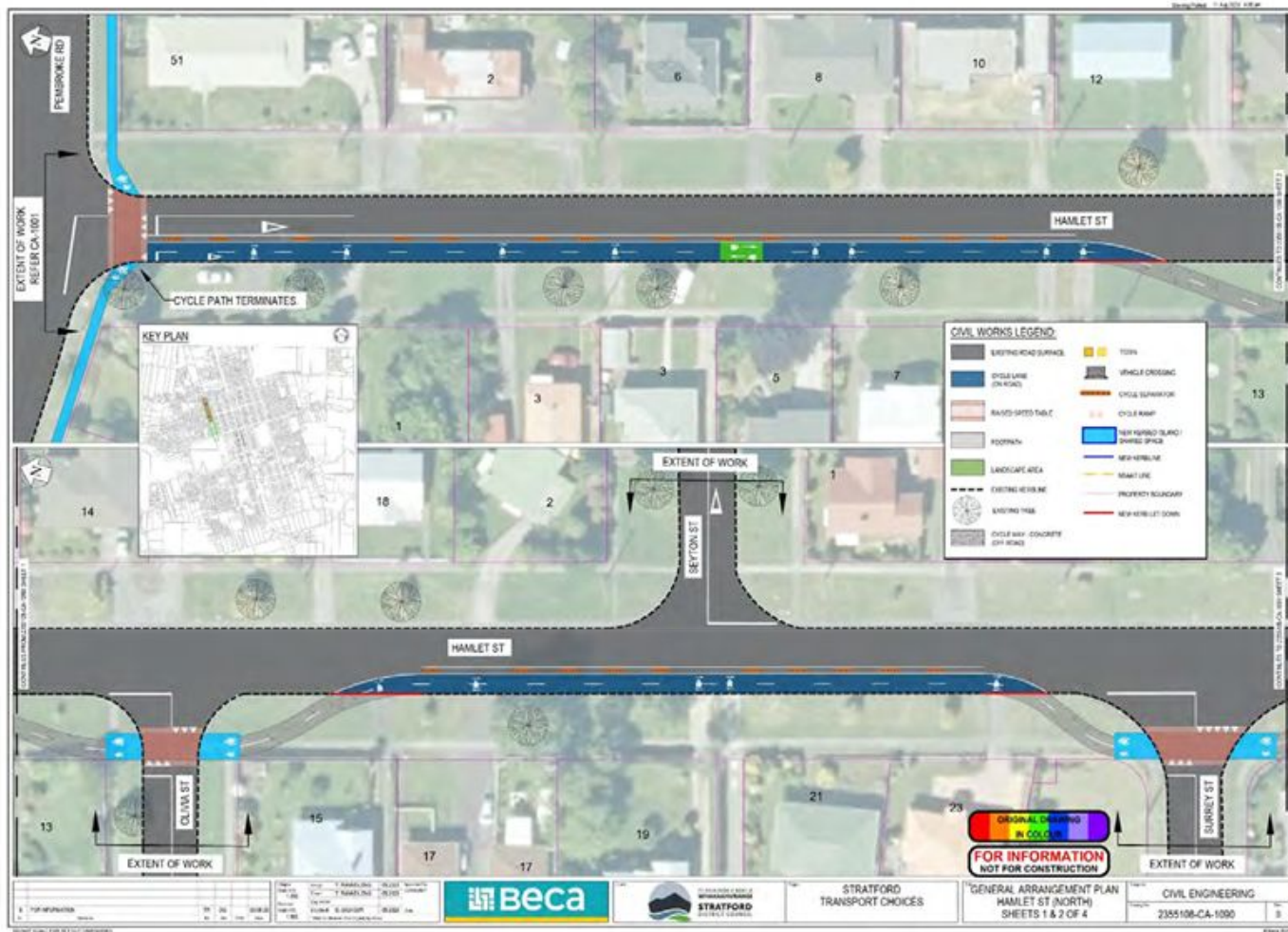


Figure 3. Hamlet Street – Regan St to Pembroke Road.



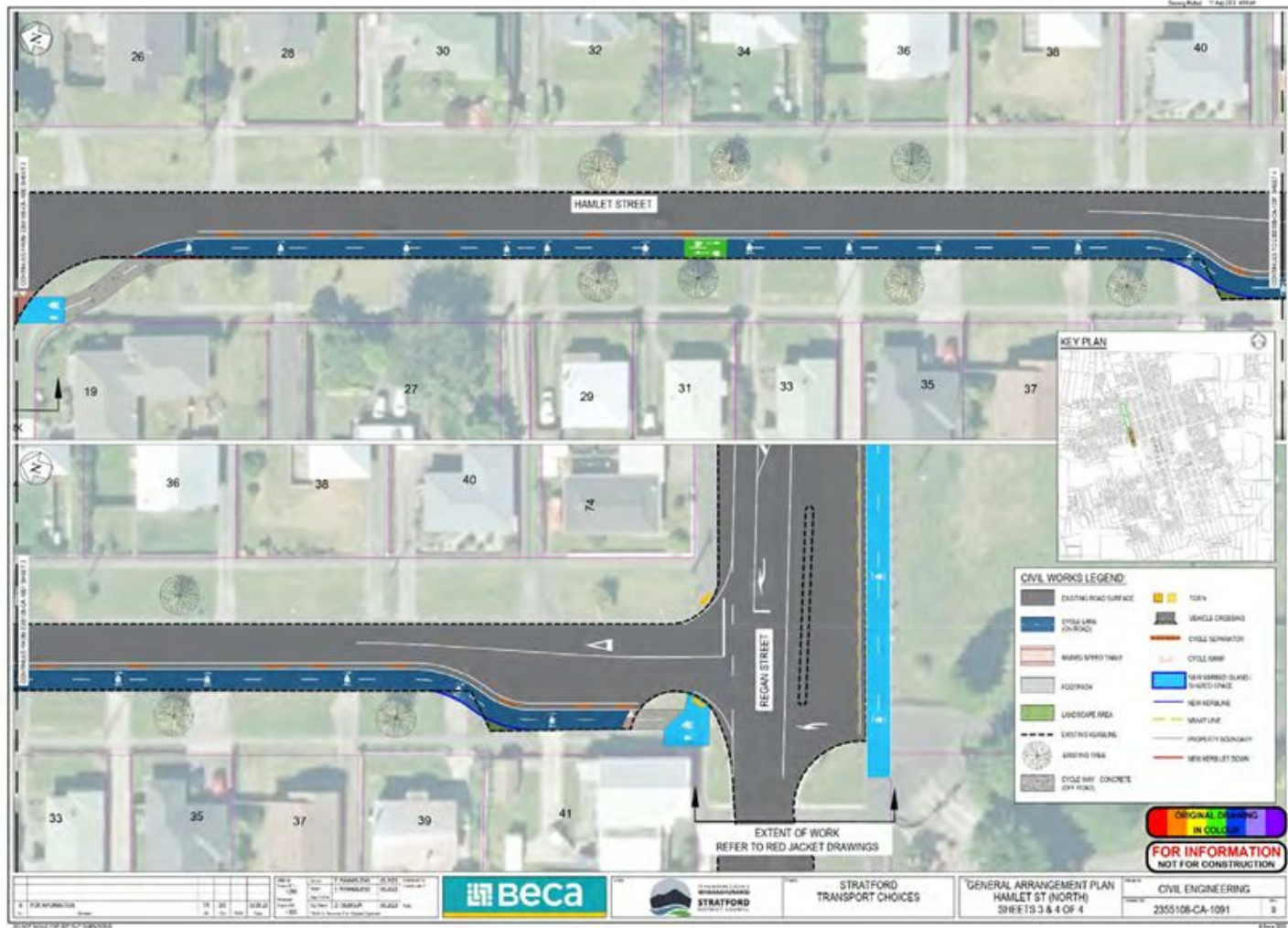


Figure 6. Celia Street – Miranda Street to Hamlet St.

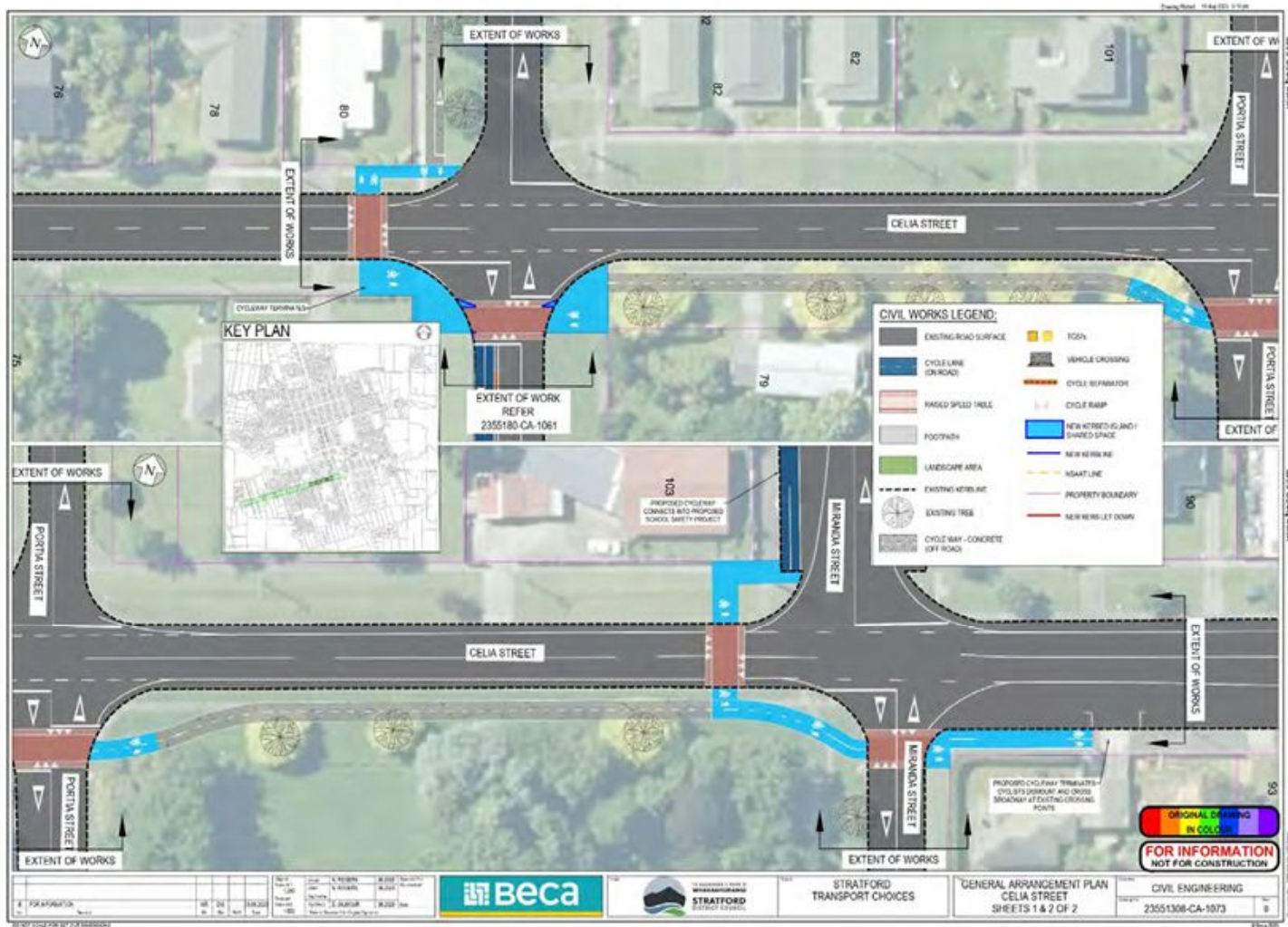


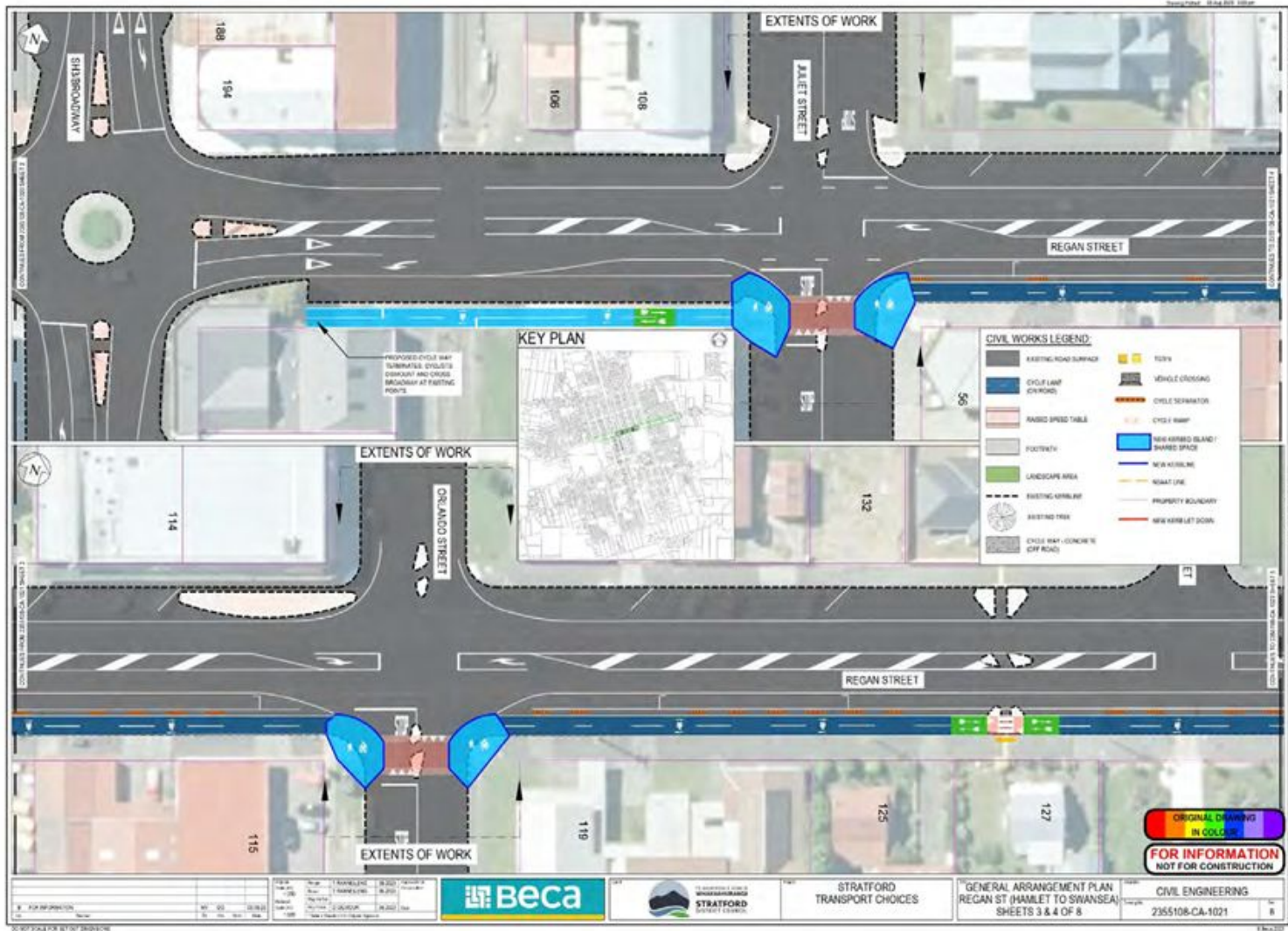
Figure 8. Hamlet Street – Avon Primary School.



Phase 2.

9. Regan St (SH43) – State Highway 3 Broadway to Cordelia Street
10. Regan St (SH43) – Cordelia Street to Swansea Rd
11. Swansea Rd – Regan St (SH43) to Fenton Street
12. Fenton St – State Highway 3 (Broadway) to Cordelia Street
13. Juliet St – Fenton Street to Patea River Bridge
14. Juliet St – Patea River Bridge to Celia St.
15. Celia St – Juliet Street to Swansea Road.

Figure 9. Regan St (SH43) – State Highway 3 Broadway to Cordelia Street



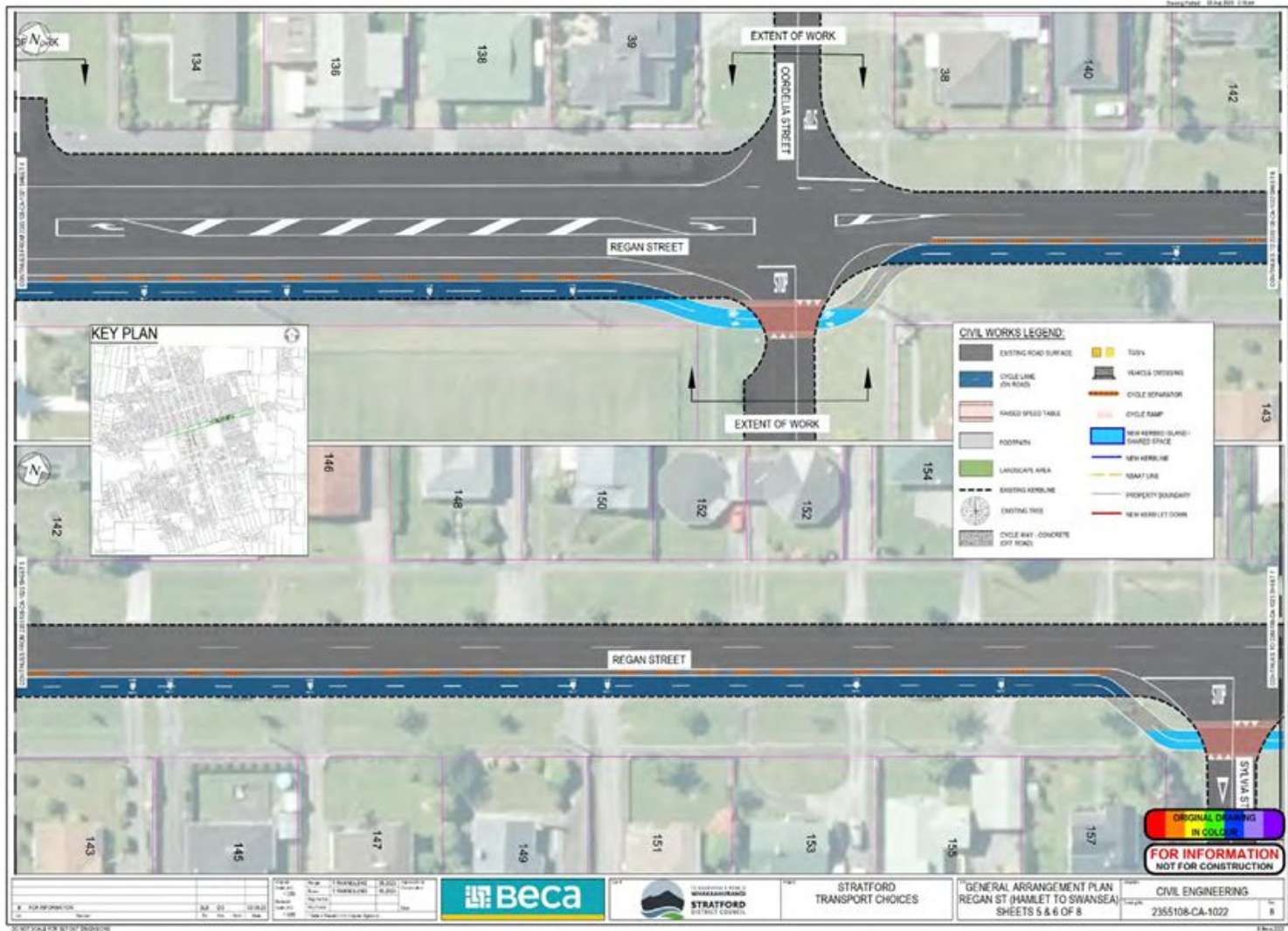


Figure 10. Regan St (SH43) – Cordelia Street to Swansea Rd

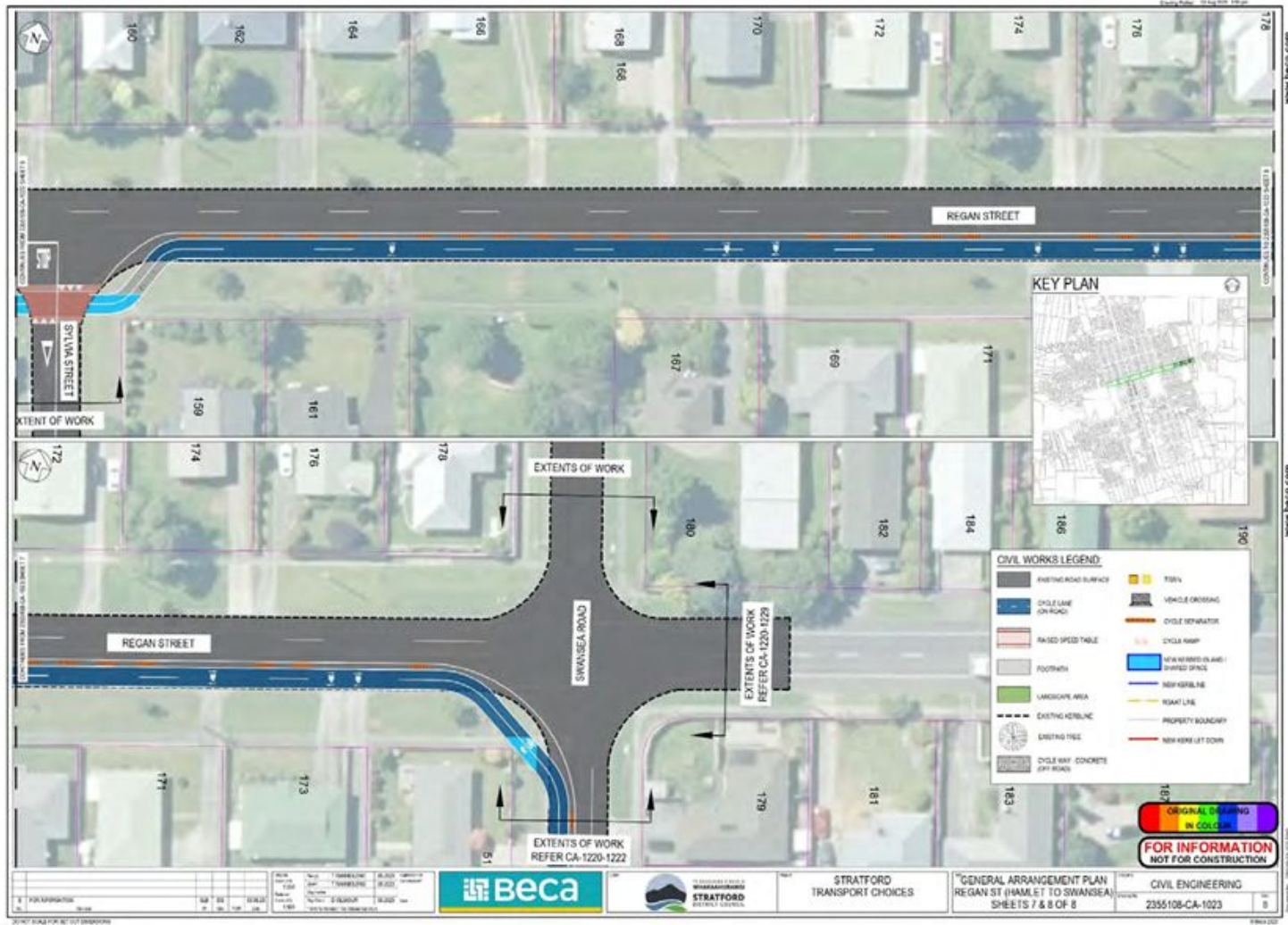


Figure 11. Swansea Rd – Regan St (SH43) to Fenton Street

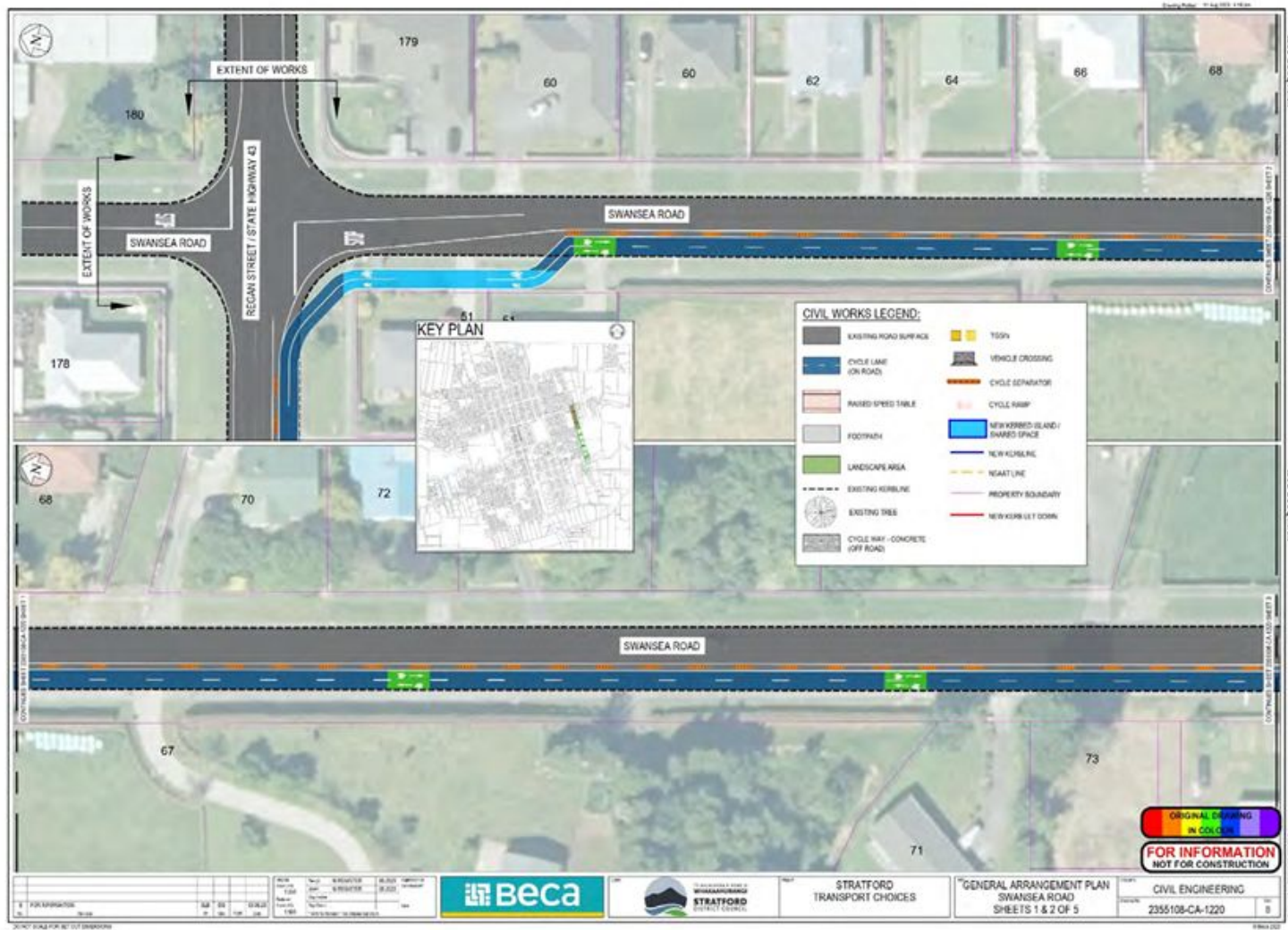


Figure 12. Fenton St – State Highway 3 (Broadway) to Cordelia Street

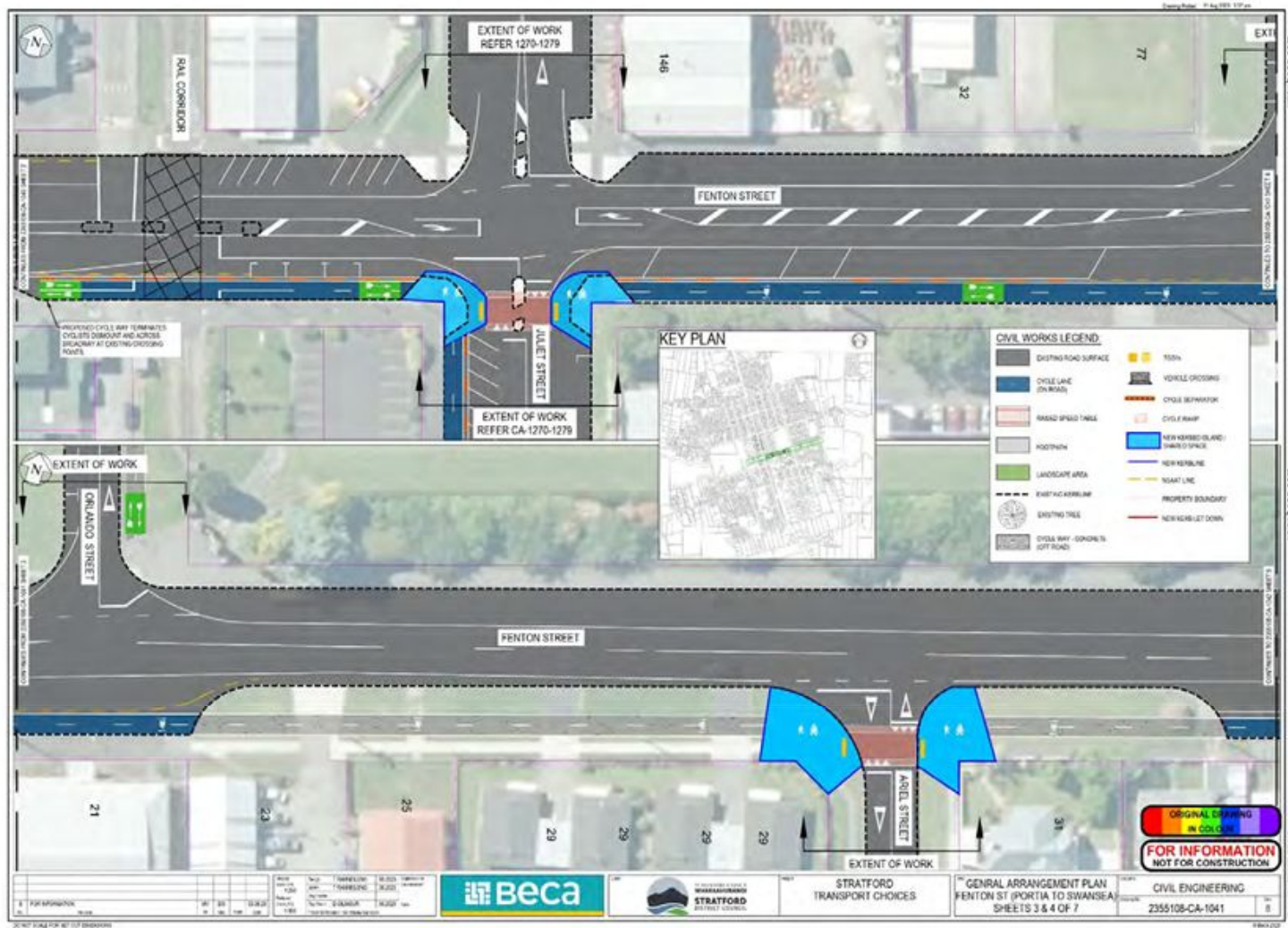




Figure 13. Juliet St – Fenton Street to Patea River Bridge

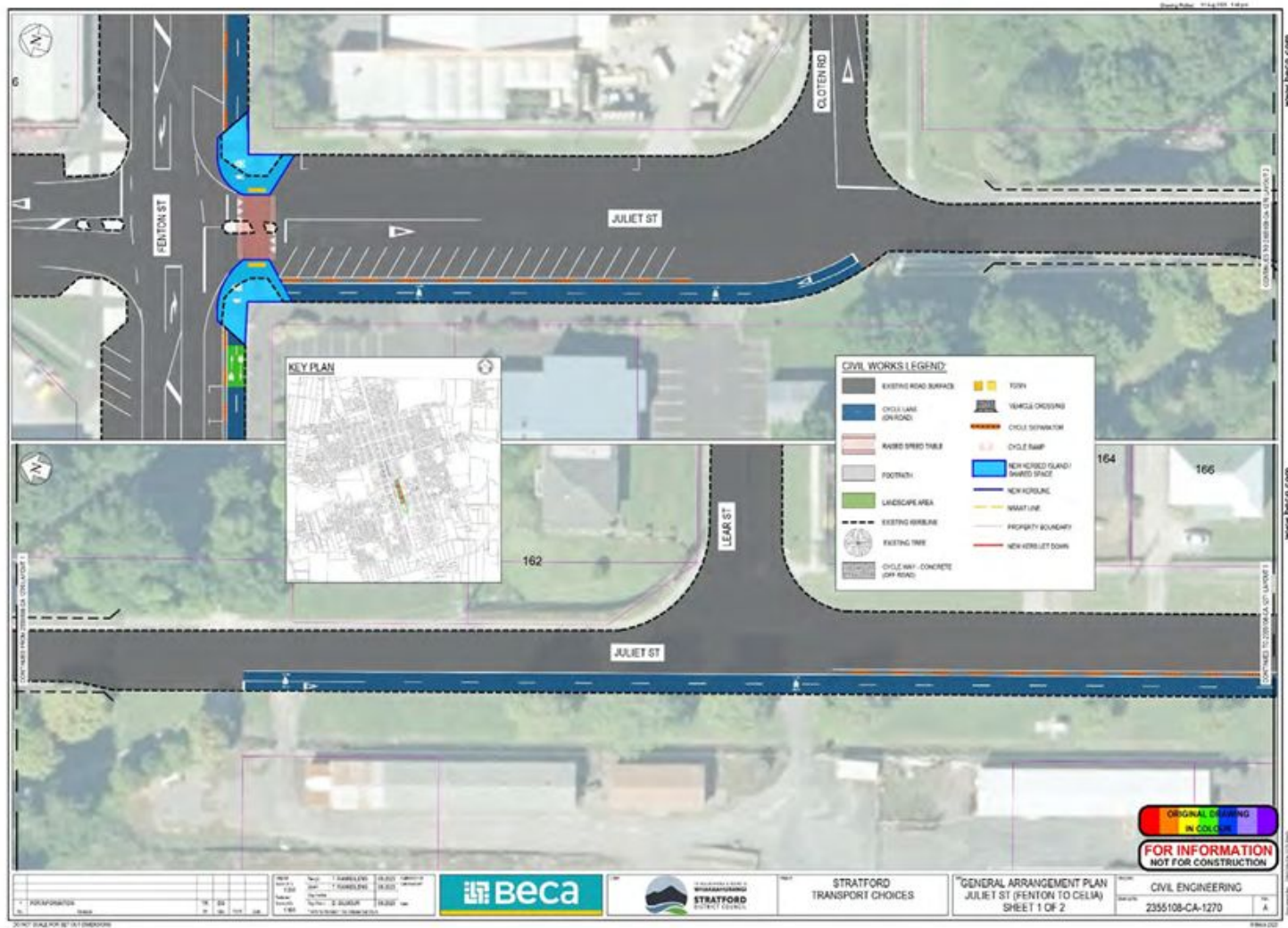
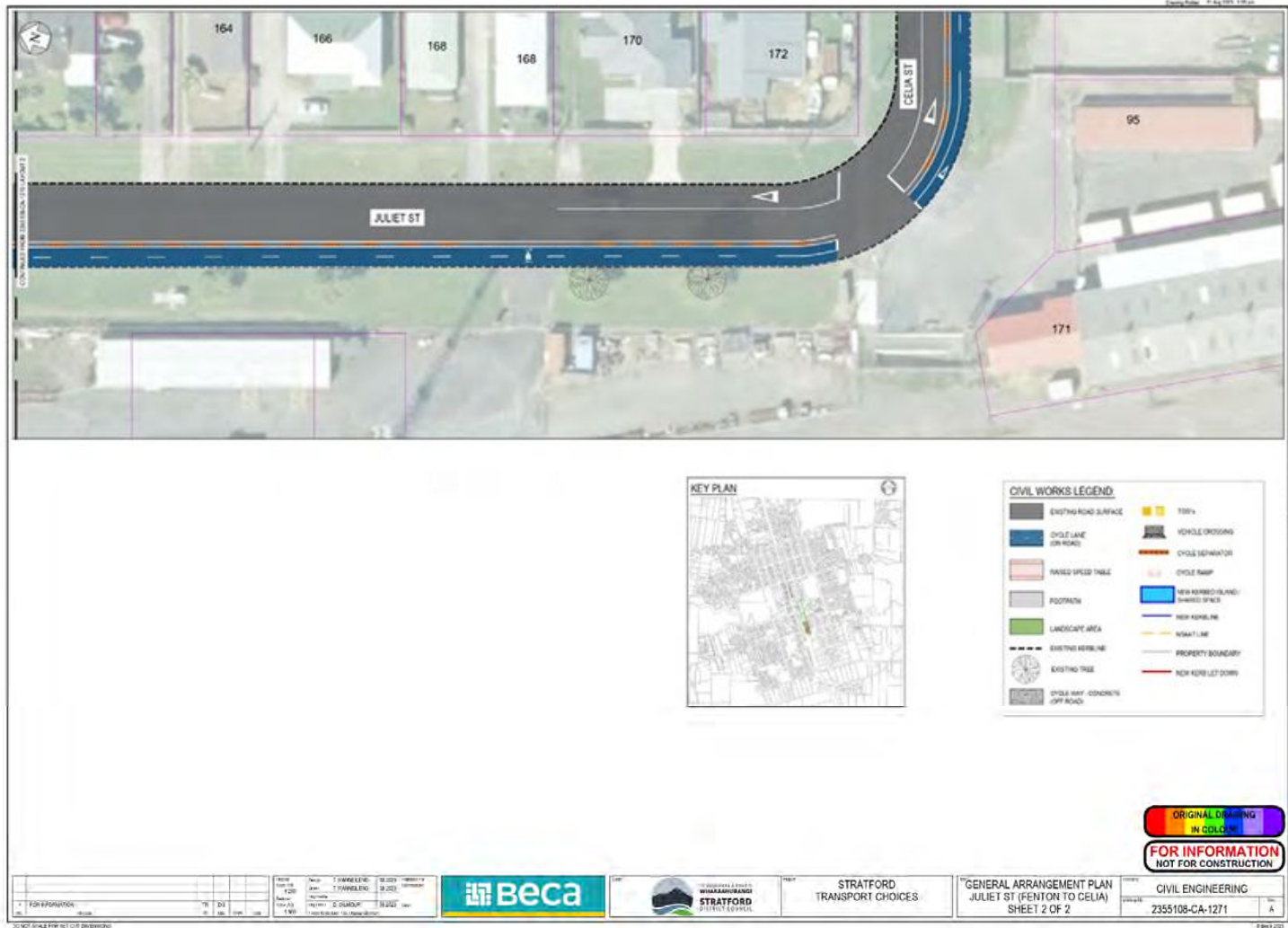


Figure 14. Juliet St – Patea River Bridge to Celia St.



Appendix 5

Erin Bishop

From: Stephen Bowden
Sent: Friday, 29 September 2023 11:52 AM
To: Erin Bishop
Cc: Victoria Araba
Subject: FW: Important Transport Choices Programme Update

Hi Erin,

Can we have this e-mail as an attachment to the report please?

I'll put the table in the report and pick out the key points rather than putting the entire e-mail in the body of the report.

Thanks,

Steve.

From: CERF Programme <CERFProgramme@nzta.govt.nz>
Sent: Friday, September 22, 2023 5:42 PM
To: CERF PMO <CERFPMO@nzta.govt.nz>
Subject: Important Transport Choices Programme Update

CAUTION: This email originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Kia ora koutou,

We'd like to advise you of an important change to the Transport Choices programme.

The Ministers of Finance and Transport have granted a **12-month extension to all initiatives within the programme to June 2025**.

The extension is predominantly intended to enable sufficient time for procurement and construction. For those councils that require it, we have extended the detailed design deadline from 29 September 2023 to 27 October 2023, to complete community engagement and finalise designs.

Key milestones still need to be met, as the final programme must still be confirmed by Waka Kotahi NZ Transport Agency by early December 2023.

Key programme delivery timings

Deadline	Council deliverable
27 October 2023	Detailed design Safe System Audit (Stage 3) Refined scope Updated cost estimate for implementation Final Plans: Project, Communications & Engagement, Monitoring & Evaluation.
17 November 2023	Schedule 2 implementation for all remaining projects.
30 June 2025	All projects complete.

What's next for councils?

Councils are due to provide detailed information on their proposed Transport Choices projects by 27 October 2023 at the latest. Waka Kotahi will use this information to refine the programme, based on key criteria. We will prioritise projects where we have confidence in their delivery and ongoing public support and the ability to enhance our public transport, walking and cycling networks that deliver greater transport choices.

Waka Kotahi has been asked to identify \$50 million in savings to be returned to the Crown from the original Climate Emergency Response Fund (CERF), predominantly drawn from the Transport Choices package. In addition, the Transport Choices programme was intentionally overprogrammed, as a standard level of attrition in the selected projects was planned for. Waka Kotahi is now assessing the programme thoroughly to confirm where the savings can be made, including looking closely at reducing internal costs.

Proposed projects that are no longer part of the Transport Choices programme cannot be re-submitted. If councils have reduced the scope of their proposed projects, they will need to continue with the current, reduced scope.

The Minister of Transport will be informed of the final project list for the Transport Choices programme in early December 2023.

Your Transport Choices Regional Lead and Advisor will be in touch to discuss this change to the programme to ensure all of your questions are answered.

Please also feel free to reach out proactively if you would like to speak to them sooner.

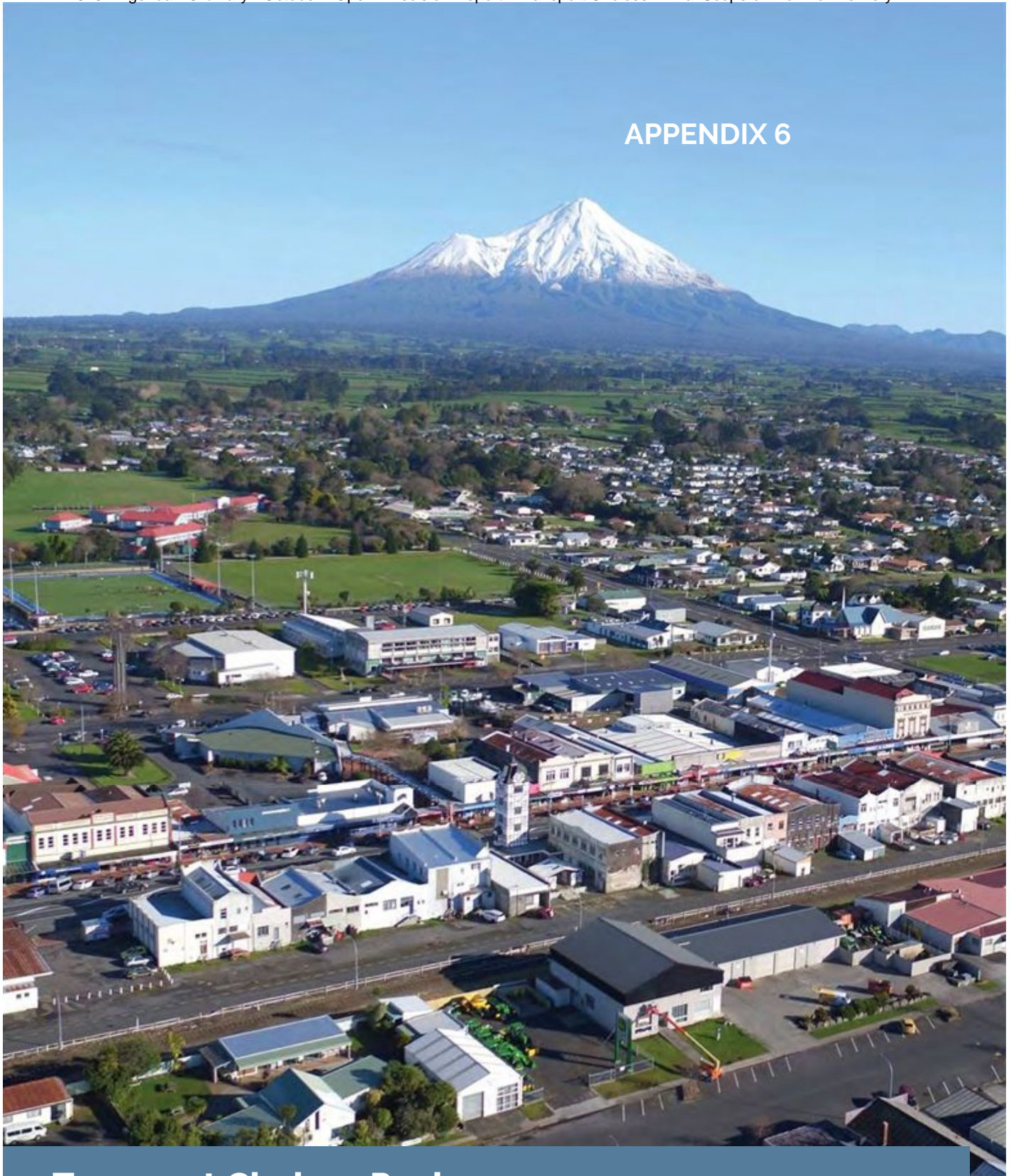
Ngā mihi nui,

Richard May

Programme Sponsor, Waka Kotahi CERF Programme

This message, together with any attachments, may contain information that is classified and/or subject to legal privilege. Any classification markings must be adhered to. If you are not the intended recipient, you must not peruse, disclose, disseminate, copy or use the message in any way. If you have received this message in error, please notify us immediately by return email and then destroy the original message. This communication may be accessed or retained by Waka Kotahi NZ Transport Agency for information assurance purposes.

APPENDIX 6



Transport Choices Package 2022 – 2024
Expression of Interest (EOI)
September 2022



Transport Choices Package

Indicative programme proposal template for Part Two of the Expressions of Interest Form (EOI)

This template is a guide to help you submit supporting information for the indicative programme proposal, which is Part Two of the Transport Choices Expressions of Interest (EOI) process.

This template is not mandatory, but by completing it you will give us with a greater understanding of your project. It will be considered alongside the self-assessment that you completed as Part One of the EOI form.

A separate template for each of the four investment areas, or a combined template, can be completed.

As a reminder, the four investment areas are:



Our advisors can help you to complete this template, and they will also work with you to further refine proposals prior to the finalisation of any funding. You can contact our advisors by emailing through to your Local Government Partnership representative or to TransportChoices@nzta.govt.nz

Please send us your completed forms by no later than **2 September 2022**. Forms can be emailed to: TransportChoices@nzta.govt.nz

The Stratford District Council is pleased to submit an application for the **Stratford Schools Safety Improvement Project**, which consists of a suite of inter-connected projects to be delivered in 2 phases. This project will address some of the long-standing legacy issues, possible only through this kind of central government funding.

The Stratford Schools Safety Improvement Project is a key Action Plan, delivering on our walking and cycling priorities as described in our draft [Connecting our Communities Strategy](#) for the Stratford township. The overall objective is to strengthen active modes of travel as a key mode of travel to schools, thereby competing effectively with private vehicle use. The successful implementation of Phase 1 will contribute to the reduction of VKT and support the achievement of central government's transport targets in the [Emissions Reduction Plan](#).

The Stratford Schools Safety Project is an infrastructure project that will deliver **strategic walking, cycling and micro-mobility networks** to connect schools and support **safe green, emissions-free and healthy** school travel in the Stratford township through the newly created **walkable neighbourhoods**.

This is a key start in our journey to making Stratford township a model '**active-mode**' community for small rural towns. The successful implementation of these projects will mark the beginning of a real shift to walking, cycling and micro-mobility modes of travel, from the dependence on private vehicles, starting with our school children.

Phase 1 of this application is focussed on providing approximately **4.75 km** of walking and cycling infrastructure network which will connect the three Primary Schools located in the western part of urban Stratford Township. An extension of this phase includes the introduction of **Bike in Schools** to the 3 primary schools.

Phase 2 will address the issue of the State Highway 3 severance of the Stratford Township and associated network connections (**2.2 km**), which prevents the cross-connectivity from Primary Schools to the High School and the Whakaahurangi Marae. This phase involves close collaboration with Waka Kotahi as the Stratford District Council cannot work in isolation on its own to provide these facilities. The provision of safe crossing facilities on SH3 will also allow the community to safely access key community destinations including TET Sports hub and the newly completed government funded community facilities being the **Wai o Rua** – The Stratford Aquatic Centre to the west of SH3 and the Bike Park to the east.

The goal of this project is long term. By providing this suite of infrastructure facilities, we will be creating an inter-generational mindset where active modes of travel to school and work is the norm, and the primary mode of transport for decades to come. This is a lifestyle change. By instilling this behaviour change now, dividends will be realised that will have significant contribution towards the central government goals of achieving an emission reduction of 40% by 2035.

The Council is committed to encouraging these active and emissions-free modes of travel to and from school as demonstrated by our co-funding commitment.

We look forward to working with our partners – Waka Kotahi, NZ Transport Agency

Name of Council: The Stratford District Council	Proposal number 1
Name of proposal (optional): The Stratford Schools Safety Improvement Projects	Date: 2/09/2022
<p>Names of people completing form: (include Waka Kotahi support advisors if applicable)</p> <p>Stratfor District Council Officers:</p> <ul style="list-style-type: none"> • Stephen Bowden – Roading Manager; • Steve Taylor – Projects Manager; and • Victoria Araba – Director, Assets. <p>Waka Kotahi Support Advisers:</p> <ul style="list-style-type: none"> • Peter McGlashan - Lead Advisor, Urban Mobility, Multimodal & Innovation; • Shawn Scott - Senior Investment Advisor, Local Government Partnerships, Transport Services; and • Lisa Malde - Regional Principal Transport Planner – Central North Island. Taranaki, Manawatū - Whanganui, Hawke's Bay, and Tairāwhiti <p>Please find in Appendix 1, the signed Declaration Form.</p> <p>Appendix 2 provides a letter of Supporting Statement from the Chief Executive.</p> <p>The Decision Report to Council approving the projects for submission at an Extraordinary Meeting of Council on 23 August 2022 can be found here.</p>	
<p>Select Investment Area(s) for this proposal (select multiple if applicable)</p> <p> <input checked="" type="checkbox"/> Strategic Cycle Networks <input checked="" type="checkbox"/> Walkable Neighbourhoods <input checked="" type="checkbox"/> Sustainable school travel <input type="checkbox"/> Public Transport Improvements </p>	

<p>Proposal outline:</p> <p>Please write a brief introduction to your proposal (in approx. 250 words) and list the strategic or network plans or other strategies that the proposal relates to.</p>
<p>The Stratford Schools Safety Improvement Project is an infrastructure project that will deliver <i>strategic walking, cycling and micro-mobility networks</i> to connect schools and support <i>safe green, emissions-free and healthy</i> school travel in the Stratford township through the newly created <i>walkable neighbourhoods</i>.</p> <p>This 2-phase project is a key Action Plan, delivering on our walking and cycling priorities as described in our draft Connecting our Communities Strategy for the Stratford township.</p> <p>The 2-Phase Action Plan (Figures 1 - 5) includes:</p> <ul style="list-style-type: none"> • Phase 1 is focussed on treatment of school frontages (0.75km) and the reallocation of approximately 4km of road space to connect the three Primary Schools located in the western part of urban Stratford Township, including the introduction of <i>Bike in Schools</i>; • Phase 2 will address the State Highway (SH3) severance of Stratford Township, and associated network connections (2.2km), which prevents the cross-connectivity from Primary Schools to the High School and the Whakaahurangi Marae. The provision of safe crossing facilities on SH3 will also allow the community to safely access key community destinations including the TET Sports hub and the newly completed government-funded community facilities being the <i>Wai-o-Rua</i> – The Stratford Aquatic Centre to the west of SH3 and the Bike Park to the east. <p>The goal of this project is long-term as it will support a lifestyle change. By instilling this behaviour change now, future dividends will be realised that will contribute to the reduction of VKT and support the achievement of central government’s transport targets in the Emissions Reduction Plan.</p>
<p>Project/s description:</p> <ul style="list-style-type: none"> • Please provide a high-level description of each project (or selected example projects if there are many) within your proposal. • Please list the location of each project and attach a network level map showing them (this could be done by drawing on google maps or similar). • Relevant generic drawings can also be included to help describe projects, if available.
<ul style="list-style-type: none"> • Please see Table 1 above for a high-level description of each project (or selected example projects if there are many) within your proposal; • Please see Figure 1 for the overall 2-Phase network level map; • Please see Figures 2, 4 & 5 for Phase 1 network map, relevant generic drawings and typical cross sections; and • Please see Figures 3, 4 & 5 for Phase 2 network map, relevant generic drawings and typical cross sections

<p>Benefits</p> <p>Please list the benefits that your proposal will provide.</p> <p>We are looking for benefits that relate to the investment area objectives (shown at the top of this form) and the programme intent of reducing light vehicle kilometres travelled.</p>
<ul style="list-style-type: none"> • Please see Table 1 for a description of the projects, the key challenges and benefits of the proposal relating to the 3 Investment area objectives <p>The overall benefit of this project is to support the transition of Stratford Township from a town that is over-reliant on cars for every day trips to more active modes, safely. This benefit aligns well with the government's reduction of transport emissions in our communities.</p> <p>The Stratford community has been asking for these facilities through both the LTP submission process as well as feedback in Community Surveys, as well as during recent consultation on our draft walking and cycling strategy (Connecting our Communities Strategy) and the School Speed Zones review. Parents have indicated that unsafe infrastructure was the primary barrier to their children walking and cycling to schools.</p> <p>The demand for this mode of travel came to the fore during the lockdown when residents took to walking and cycling around the township. Our Elected Members are all on board as evidenced in the development of Stratford's first ever walking and cycling strategy and their commitment to co-funding.</p> <ul style="list-style-type: none"> • Please see Figure 6 for our Investment Logic Map.
<p>Risks:</p> <ul style="list-style-type: none"> • Please tell us about the key risks or challenges that might arise as you develop and deliver your proposal • This could be either a simple list or a risk register. Some examples to consider are: Staff Resourcing, Road Safety, Market Capacity, Wellbeing, Time constraints, Communication & Engagement, Road safety issues, Budget, Maintenance
<ul style="list-style-type: none"> • Please see Table 2 for the risks and challenges anticipated as a result of this project. <p>This is taken directly from our Risk Register in the Roothing Activity Management Plan and amended to suit the package project. Further amendments will be made to suit following approval of our application.</p> <p>The key risks include:</p> <ul style="list-style-type: none"> ○ Ready supply of both materials and contractors. We have been in discussions with our maintenance and other local contractors who have indicated their availability to support the delivery of these projects – if we are successful. Also due to the nature of the proposal, the required materials are expected to be readily available locally. The risk is considered to be Low. ○ Pandemic: The occurrence of a pandemic could introduce time delays to the estimated completion timeframe. The previous pandemic events have demonstrated the agility and adaptability of our contractors to work in these environments, risk is considered Moderate. ○ Access to funds, which could affect Council's co-funding. A recent Resolution in Council confirms Council's commitment to this project, and hence risk is Low.

Costs:

- If possible, please provide an initial cost estimate for your proposal.
- If you have many projects within your proposal, it will be helpful to include estimated costs for each project in a table. Costs could be estimated based on similar projects that have been recently delivered. Some costs to consider are: Comms/engagement, design, construction, monitoring, contingency, and activation or other enabling activities
- If cost information cannot be gathered in time, our advisors can complete the cost estimates for you, after this form is submitted.
- We will then work to refine cost schedules at the two key project milestones:
 - Pre-implementation funding agreement.
 - Implementation funding agreement.
- If you have information about available co-funding, it can also be included in this section.

- **Please see Table 1 for the initial cost estimate for the package project, derived from costs associated with the Stratford High School Safety Improvement project, currently under construction, and other associated projects.**
- **The Council is committed to up to a 20% co-funding via new debt as per the letter of Supporting Statement in Appendix 2.**
- **The Avon School Project has an allocation of \$50k in the NLTP to improve existing pedestrian crossing, all other projects are new capital works that are not currently in either the LTP or NLTP.**

Table 1 – A high level description of Projects and Criteria / Investment Area Assessment.

The projects have been assessed to meet Investment Objectives 1, 2 & 3 as set by central government below - none of these projects has any relevance to criteria 4, a function that lies solely with the Taranaki Regional Council:

- Objective 1 – Delivering strategic cycling / micro mobility networks;
- Objective 2 – Creating walkable neighbourhoods; and
- Objective 3 – Supporting safe green and healthy school travel.

Phases	Transport Choices Package Projects	Project Description and Challenges	Benefits Statement	Project Value	Project Duration	Investment Area Objectives		
						Objective 1	Objective 2	Objective 3
1a	Stratford Primary School Safety Project	These projects will provide for a safe road corridor along the school frontages, each approximately 250 m long, in order to encourage and promote walking and cycling access to the affected schools.	<p>Figures 1, 2, 4 & 5</p> <p>Reduced VKT by making dropping off and picking up of children unnecessary therefore, helping to support the overall achievement of reduced emissions and the goals of the Climate Emergency Response Fund (CERF).</p> <p>Schools will have safer and improved connections to residential areas, including to key school destinations areas, i.e., the 2 newly completed central government-funded projects, being the Aquatic Centre and Bike Park will be more readily available for access by foot or cycling;</p> <p>Greater uptake of alternative modes of transport offering greater choices through the:</p> <ul style="list-style-type: none"> • Provision of a safe crossing points for school children; • Provision of safe crossing points on street intersections; • Removal and/or reallocation of unnecessary on-street parking; • Narrowing of existing wide roads through safe intervention measures proposed; • Improvement to the streetscape and amenity through planting and other traffic calming measures. 	\$0.6M	12 months	✓	✓	✓
1b	St Joseph's Primary School Safety Project	The projects include the relocation of pedestrian crossings where necessary; construction of new raised pedestrian crossings/platforms; widening of footpath connections; construction of new safe crossing points; softening of the streetscape,		\$0.6M	12 months	✓	✓	✓
1c	Avon School Safety Project	These projects will complement the 30km/h speed limit which is currently undergoing consultation as a part of the Setting of Speed Limits Rule 2021.		\$0.5 M	6 months	✓	✓	✓
1d	Connection between Schools	Re-allocation of road space over 4 km of existing road between the schools.		\$3.2 M	6 - 12 months			

Phases	Transport Choices Package Projects	Project Description and Challenges	Benefits Statement	Project Value	Project Duration	Investment Area Objectives		
						Objective 1	Objective 2	Objective 3
2a	<p>Pedestrian crossings on Broadway to provide safe crossing environment.</p> <p>This will be a unique partnership project between Waka Kotahi and the Council, which the Council is willing to take the lead on delivering.</p>	<p>This project is to provide Pedestrian crossings on Broadway - State Highway 3 - to provide safe crossing environment for Stratford residents.</p> <p>The State Highway currently divides the Stratford Township into 2 (Figure 1). The State Highway is seen as a barrier to the community which restricts a greater uptake of walking and cycling around the township. There is currently in the order of 16,000 vpd travelling through the CBD of Stratford.</p> <p>This issue was raised at an ILM meeting in August 2016 as part of the SH3/3A New Plymouth to Hawera Safety Project. .</p>	<p>Figures 1, 3, 4 & 5</p> <p>Reduced VKT by making dropping off and picking up of children unnecessary therefore, helping to support the overall achievement of reduced emissions and the goals of the Climate Emergency Response Fund (CERF).</p> <p>Schools will have safer and improved connections to residential areas, including to key school destinations areas, i.e., the 2 newly completed central government-funded projects, being the Aquatic Centre and Bike Park will be more readily available for access by foot or cycling;</p> <p>Schools will have improved connections to each other, key destination areas and residential areas in the town.</p> <p>Greater uptake of alternative modes of transport offering greater choices through the:</p> <ul style="list-style-type: none"> • Provision of a safe crossing points for school children; • Provision of safe crossing points on street intersections; • Removal and/or reallocation of unnecessary on-street parking; • Narrowing of existing wide roads through safe intervention measures proposed; • Improvement to the streetscape and amenity through planting and other traffic calming measures. 	\$1.1 M	18 – 24 months	✓	✓	✓
2b	<p>Connection between Schools</p>	<p>Re-allocation of road space over 2.2km of existing road between the schools.</p>	<p>Greater uptake of alternative modes of transport offering greater choices through the:</p> <ul style="list-style-type: none"> • Provision of a safe crossing points for school children; • Provision of safe crossing points on street intersections; • Removal and/or reallocation of unnecessary on-street parking; • Narrowing of existing wide roads through safe intervention measures proposed; • Improvement to the streetscape and amenity through planting and other traffic calming measures. 	\$1.8 M	18 – 24 months	✓	✓	✓

LIST OF FIGURES

- **Figure 1 – Overall Two-Phase Network Map**
- **Figure 2 – Phase 1 Network Map.**
- **Figure 3 – Phase 2 Network Map.**
- **Figure 4 – Typical School Frontage / Street Treatments**
- **Figure 5 – Typical Existing and Proposed Street Cross Section.**
- **Figure 6 – Investment Logic Map**

Figure 1 – Overall Two-Phase Network Map

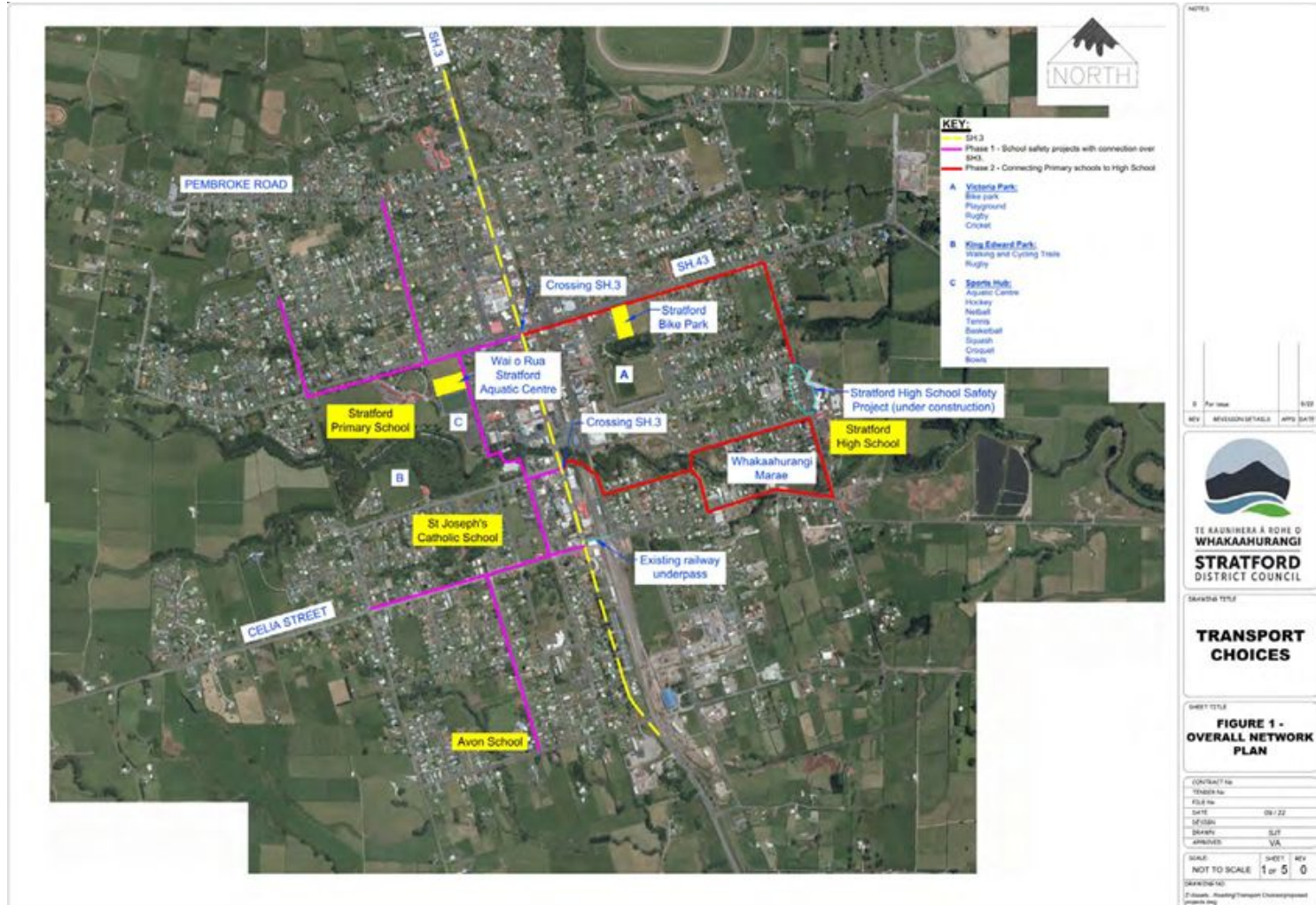


Figure 2 – Phase 1 Network Map.

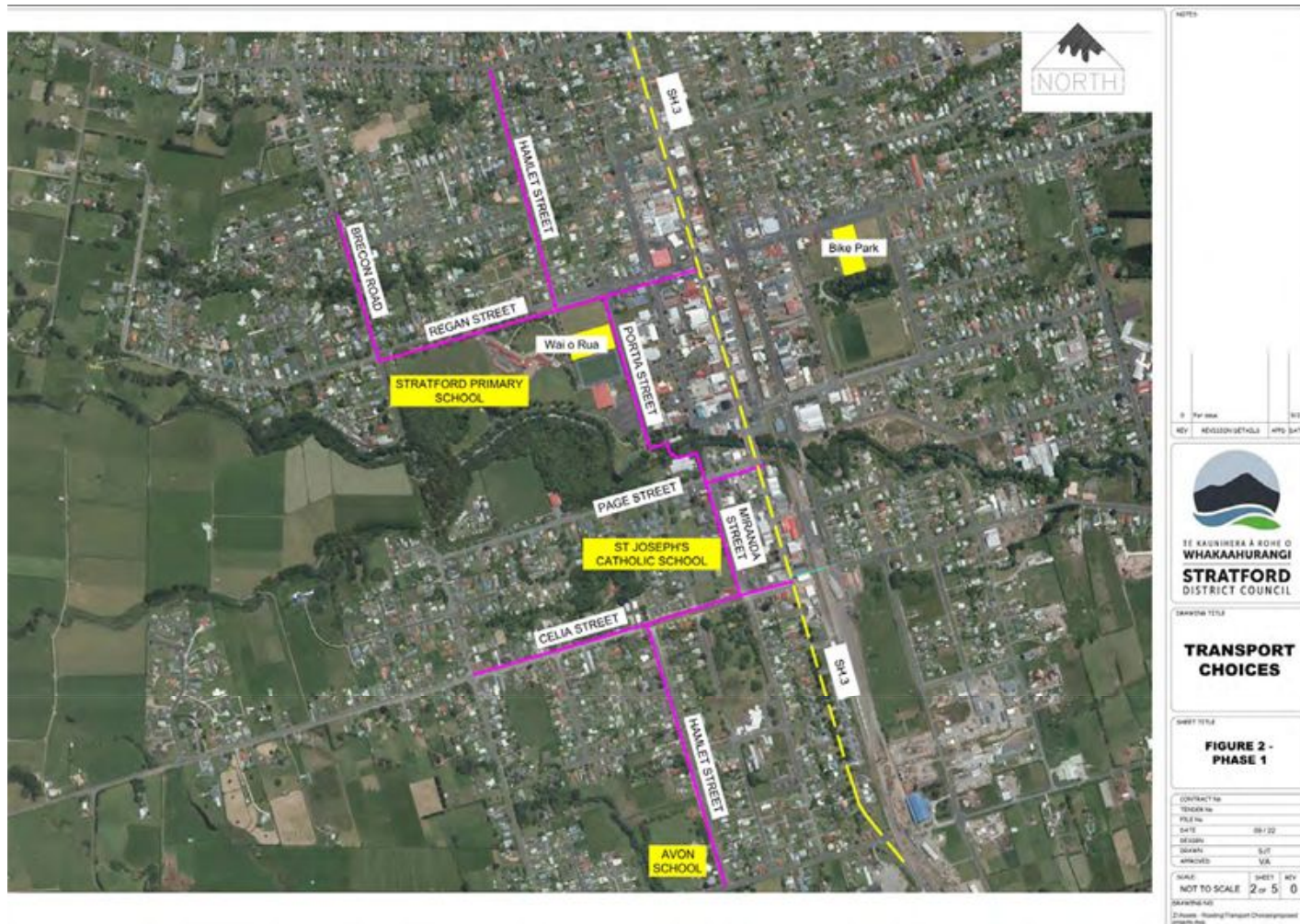


Figure 3 – Phase 2 Network Map.



Figure 4 – Typical School Frontage / Street Treatments.



TYPICAL ROAD ENTRANCE CROSSING



TYPICAL RAISED PLATFORM



TYPICAL RAISED PLATFORM WITH CROSSING



TYPICAL RAISED PLATFORM WITH TRAFFIC CONTROL

NOTES

REV: 01 For issue 01/10

REV: NEILSON BETHELA 04/10 04/18



TE Kaitiaki & Kōwhiri
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

MARKING TITLE

TRANSPORT CHOICES

SHEET 11

FIGURE 4 - PHASES 1 AND 2 TYPICAL PEDESTRIAN CROSSINGS

PROJECT No. 18488/16
 PLAN No. 2002
 DESIGN: SUJ
 APPROVED: VJA

SCALE: 4 or 5 0
 NOT TO SCALE

MARKING No. 18488/16

Figure 5 – Typical Existing and Proposed Street Cross Section



EXISTING STREET VIEW
Miranda Street



TYPICAL CROSS SECTION
Miranda Street

NOTES

0 Top mark 833

REV 10/2022 10/2022

TE KAUHIHERA & ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

DRAWING TITLE

TRANSPORT CHOICES

SHEET TITLE

FIGURE 5 - PHASES 1 & 2 TYPICAL ROAD RE-ALLOCATION

CONTRACT No.	
TENDER No.	
FILE No.	
DATE	AUGUST 2022
DESIGN	
APPROVED	VA
SCALE	NOT TO SCALE
SHEET	REV
5	0

DRAWING NO.
2 - Assets - Roadway - Transport Choices - project - projects.dwg

Figure 6 – Investment Logic Map

Linking Challenges, Benefits to our Investment Objectives.

The relationship between our Challenges, Benefits and Investment Objectives is shown below, based on the Investment Logic Mapping principles. The challenges, benefits and objectives are weighted to guide investment priorities.

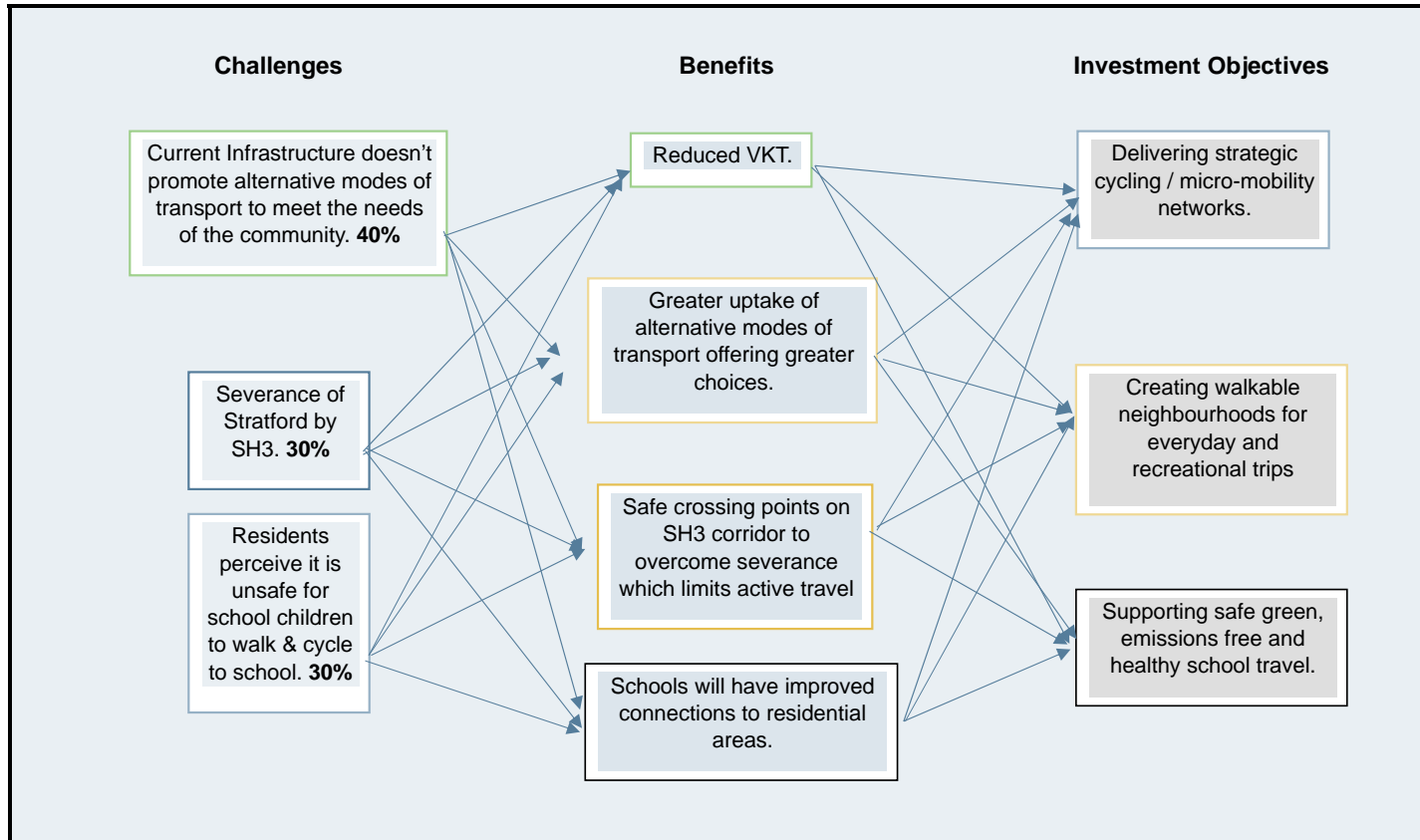


Table 2 – Risk Register

Risk Subject	Risk Description	Risk Score Raw	Control Description	Residual Risk Score
1. Financial Risk Assessment				
Accessing Funding	If Council decide not to provide the 20% share, then staff will be unable to deliver projects as outlined in the proposal.	2 Moderate	<ul style="list-style-type: none"> Ensure approval is obtained from Council through the decision-making process at Council meetings 	1 Low
Internal Financial Controls	If internal financial controls are compromised and ineffective, then possible fraud, budget blowout, delayed service could occur	6 High	<ul style="list-style-type: none"> Good quality controls. Implement annual external and internal audit recommendations. Adhere to Procurement and Delegations Policy. Communications of internal controls to all staff. Recommend internal audit programme every year by independent contractor. 	1 Low
Procurement contracts	If the Procurement Strategy is not endorsed by NZTA, then contracts entered into are non-compliant. Also, roading is required to adhere to Council's Procurement Policies. Council projects could go over budget and council procurement could be subject to industry, media and legal scrutiny.	6 High	<ul style="list-style-type: none"> Ensure Procurement Strategy, the procurement policy and procurement manual are appropriate, comply with legislation and good practice, and followed by all staff and significant contracts are reviewed by a tender evaluation team. 	1 Low
2. Health and Safety Wellbeing Risk Assessment				
Environmental Liability	Noncompliance with Resource Consent Conditions	2 Moderate	<ul style="list-style-type: none"> Contractors to produce an environmental management plan as part of their contract conditions. 	2 Moderate

Risk Subject	Risk Description	Risk Score Raw	Control Description	Residual Risk Score
3. Financial Risk Assessment				
Roading - other work clashing	If there is work being carried out by others on/in road reserve, e.g., Broadspectrum, then council may not be able to complete its own work programme.	3 Moderate	<ul style="list-style-type: none"> Co-ordination of planned works with other contractors in the area when planning physical works. 	2 Moderate
Road Closures – unplanned	If there are un-planned road closures due to collapse of culvert/bridges/landslides, then access in/out of district could be lost, project might be delayed and timeframe not met	4 High	<ul style="list-style-type: none"> Asset criticality review to identify critical roading assets and increase monitoring activities. Ensure quality workmanship and contractors are aware of their obligations to report and repair any damages to roads. Resources diverted from other planned projects to remediate repairs to enable the road to be re-opened. Maintain a regular inspection regime of structures within road reserve. 	2 Moderate
Contractor - Damage to Property	If maintenance contractor damages council or private property while carrying out contracted work, then council could be liable for damages and additional expenditure.	4 High	<ul style="list-style-type: none"> Stringent Operational procedures: Daily reporting of compliance. Regular liaison with contractor and regulators to monitor performance to ensure compliance. Contractor pre-approval process. Council has material damage insurance policy, excess \$5k. The contracts require third party public liability insurance to indemnify Council for damages. 	3 Moderate
4. Operational Risk Assessment				
Attracting and Retaining qualified Project team throughout the project duration	If Council is unable to attract and/or retain suitably qualified personnel, then project completion may be delayed and/or poor-quality workmanship may ensue.	4 High	<ul style="list-style-type: none"> Project team are mainly Council staff who are committed to seeing these project through; Council has access to ready Secondment resources and/or shared services with neighbouring Councils, who can be used to backfill any vacant position; Ensure market wages are offered for all personnel in the team to compete effectively in the demand market. 	2 Moderate

Risk Subject	Risk Description	Risk Score Raw	Control Description	Residual Risk Score
Contractor fails to deliver	If a contractor fails to deliver contractual service necessitating termination of contract and re-tendering, then assets may become under threat, unreliable, or unable to meet community needs.	4 High	<ul style="list-style-type: none"> Careful assessment of tender to ensure contract price viable for contractor to deliver level of service. Regular liaison with contractor to monitor performance and ensure compliance. Contractor pre-approval process must not be bypassed. 	3 Moderate
Disease Outbreak	If there is a human disease outbreak in the district, then this could impact staff and contractors' staff and the community access to healthcare is limited so it could result in population decline.	5 High	<ul style="list-style-type: none"> Health and Safety Advisor to keep aware of any public health notifications of disease outbreaks. Ensure there is a plan to respond to any notifications. Civil Defence covers infectious human disease pandemics and will take responsibility for local management. Follow Ministry of Health's NZ Influenza Pandemic Action Plan. 	4 Moderate
Programming of Works	The approved programme of works is not carried out within agreed timeframes.	4 High	<ul style="list-style-type: none"> Hold regular meetings to discuss project performance and ability to deliver the agreed programme. 	1 Low
Consents	The contractor not undertaking the work in accordance with the resource consent conditions. Council can be fined by the Regional Council for breach of conditions.	4 High	<ul style="list-style-type: none"> Ensure all accountable understand the implication of non-compliance with consent conditions Ensure regular monitoring of all consent conditions. Contractor needs to submit to the Regional Council a methodology about how they are going to undertake the works. 	1 Low
5. Reputational and Conduct Risk Assessment				
Solvency of Contractor	If Council engages a contractor that could potentially be insolvent the risk to Council is that they abandon the contract.	12 Very High	<ul style="list-style-type: none"> Conduct the due diligence process for all contractors. 	3 Moderate

Table 3 – Examples of Consultation feedback – School Speed Zones

Stratford Primary School	
Alan Thatcher 52 Brecon Road thatcheralan1@gmail.com (D22/23681)	Support proposal in general, wants a few tweaks: <ul style="list-style-type: none"> • Extend 30 km/hr down to end of Brecon Road • Restrict parking on grass along Regan Street. • Extend zone further north on Brecon Road to give drivers warning • Does not want signage outside his property as a power pole that is there currently restricts visibility from their driveway. • Improve cycle access to school. Have dedicated cycle lanes along the footpath.
St Joseph's School	
Mary Anne Costelloe maryannecos@xtra.co.nz (D22/21123)	Wants to know if there is any electric car chargers and what is SDC's Climate Change and Emissions Policy
Colin Hancock 87 Miranda Street	Supports speed reduction
Avon School	
Eddie Sanderson (D22/27647) 144 Hamlet St iamsmidge@gmail.com	Lowering speed will have no effect. There are next to no after school sports or activities and traffic volume is low. Believes the 30 km/h speed will be ignored if not policed continuously Drivers only speed in this zone in evenings or weekends, never at school time Dangers outside school are at the ped crossing Need to extend the no parking zone on eastern side of Hamlet St (140 to 148)
Pembroke School	
Katherine Guest kat_oamaru@hotmail.com (D22/21118)	Can something be done around trucks engine braking and burnouts at intersection
Jeremy Brooking jeremybrooking@gmail.com	Supports re-zoning of the intersection to 60km/h but wants zone extended past his driveway at 477AR Pembroke Road

APPENDICES

- **Appendix 1 – The Signed Declaration Form**
- **Appendix 2 - A letter of Supporting Statement from the Chief Executive.**

Appendix 1 – The Signed Declaration Form


Part two: Declaration

I declare on behalf of STRATFORD DISTRICT COUNCIL (the approved organisation)


Please check

- That the statements in the provided information are true and the information provided is complete and correct.
- There have been no misleading statements or omission of any relevant facts
- That any named key personnel have agreed to be included in this project
- That I am authorised to make this application on behalf of the organisation identified in this form.

Person completing form:

Print name	Victoria Araba
Signature	
Date	02/09/2022
Title	Director - Assets
Email	varaba@stratford.govt.nz

(Optional) Senior Leader to confirm organisational commitment:

Print name	Sven Hume
Signature	
Date	2/9/2022
Title	CHIEF EXECUTIVE

Appendix 2 - A letter of Supporting Statement from the Chief Executive.



Appendix 7

Notes of the Transport Choices Update Workshop held on Tuesday 18 April 2023.

1. Transport Choices Project

The Projects Engineer/Manager presented to council. The following points were noted:

- This workshop is to provide elected members an update on the progress of the Transport Choices work programme following the decision report in August 2022 which detailed the projects which would be undertaken.
- Elected Members were reminded that the Transport Choices Package was a Waka Kotahi/Ministry of Transport initiative to cut down vehicle per kilometre travelled (VKT) as part of their climate change work and promote looking at alternative travel choices. There are four categories: safe urban cycleways, walkable neighbourhoods, bus priority improvements and safer and more sustainable travel to school. Stratford District Council was successful with \$7.8 million approved for funding and council being identified as a flagship project.
- Bikes in Schools was an additional funding scheme that arose from this and Stratford applied for extra funding of \$600,000 to cover all ten schools in the district.
 - Council was successful in obtaining \$180,000 but only for the three urban schools to compliment the package being undertaken in the township. Officers felt that rural schools would have benefited the most from this funding as there are less opportunities for rural school children to ride to school.
 - Officers gave a presentation to the principals forum at the end of March and the rural schools were not happy, however they have suggested an option for consideration could be a storage facility at the bike park that all schools can access when coming to town.
 - It was clarified that the three urban schools were specifically noted in the funding allocation being Avon, St Joseph's and Stratford primary schools.
 - This fund is to be used for bike purchase, helmets, storage, bike tracks and cycle skills training.
 - A meeting was held with the principal of St Joseph's Primary School this morning who noted they already make trips to the bike park with the 5/6 year olds. Parents bring their bikes to the park and the students walk from the school.
 - Avon Primary is already doing bikes in schools so already have some bikes available.
 - It was noted that this is in the early days of discussion with the schools.
 - Councillor Boyde noted that this had been a kick in the guts for the rural community. Mr Taylor reiterated that the decision had been based on complimenting the transport choices packages that are already in place including putting in cycle lanes. They felt the rural schools were not inside the original proposal. The Rooding Asset Manager noted that the application had been sold on the fact rural schools were more remote from the bike track and this would be a good opportunity to get rural kids used to riding bikes.
- The Transport Choices Projects will be split into two phases, with several stages within the phases. Stage One will be implemented as part of this tranche of the package and the other stages will be implemented as part of the 'Connecting Our Community Strategy'.
- It was reiterated that it was good to have the design phase done to ensure the ability to capitalise on any future funding. The project plan is currently being developed to be sent for Waka Kotahi's approval.
- BECA has done an independent review of the network to see how the thought process is going and although they had a couple of little changes they were pretty much in agreement with council's plans. BECA has now started work on the draft design.
- Phase 1 – West Side of Town
 - Maps were circulated showing the planned locations of work. This phase looks to the south of the river starting on Celia Street, Page Street, Hamlet Street and Miranda Street and will cover the street frontages of Avon and St Joseph's Primary Schools.

- Northside of the river will be Miranda Street to Pembroke Road to tie in with Taranaki Diocesan School, Portia Street, Regan Street, Brecon Road and Pembroke Road to include Stratford Primary School and Taranaki Diocesan School.
- Portia Street and Regan Street will also make it easier for schools to access Wai o Rua and the Bike Park. This is forming part of the discussion with Waka Kotahi to the link between Page Street and Portia Street which will either be through the bridge by Centennial Rest Rooms or going down by State Highway 3. Their initial reaction was not wanting to build a bridge but they are slowly coming around to the idea. The current bridge by the Centennial Rest Rooms is too narrow and slippery making it a potential safety risk, therefore it is proposed to upgrade in the same place to a 2.5m wide bridge. This would form a link from Wai o Rua to St Joseph's and Avon Primary Schools. The Principal at St Joseph's has confirmed they would not consider going down state highway 3 to access the pool.
- It was clarified the Connecting our Communities strategy is still in its draft form, however even in its draft format it helped secure this funding because it showed Waka Kotahi and the Ministry of Transport council's commitment and position on walking, cycling and sustainable transport. The strategy has incorporated feedback from the community and will be updated to incorporate all the information from this package when it is adopted.
- Phase 2 - East side
 - The main focal points for this phase is the bike park, pump track, Stratford High School and Whakaahurangi Marae. It will look at Celia Street, Cloten Road, Cordelia Street and Swansea Road.
 - The map circulated highlighted the first stage as magenta, the school frontages as orange and the green as stage 3 and blue as stage 4.
 - The design for the magenta and green bit is being looked at now.
 - It was confirmed that the green bit will extend down to Great Kidz.
 - Painted white lines will not be acceptable and the cycle lanes are to be separated we will be looking at utilising a carriage way curb to curb and utilising that area with an island to separate. Where it is not wide enough the design will look at off-road cycleways with Fenton Street likely to be an off-road cycleway all the way from Broadway to Swansea Road – there is only one section of footpath from Ariel Street to Cordelia Street that will require widening.
 - Where it is possible there will be a footpath and a bio directional cycle way and parking (specifically on Portia Street by the aquatic centre). This won't alter any curb lines which will require about 1m between curb and the edge line to be utilised which will mean traffic along Portia Street will be backing out to a live lane, however this is part of the intention to slow speeds along these roads.
 - Mr Bowden noted that there was also the potential to put in some raised platforms to link the walkway across to the TET Multisport Stadium which will so slow speeds.
 - There will only be parks lost at the entry and exit for the aquatic centre, all other parks will be retained. These will be offset with the purchase of the land across the road as a carpark.

Questions/Points of Clarification:

- It was noted that work will be done with the communications team to help encourage parents to allow kids to bike to school and will work with the schools to find out if kids are walking, biking, catching a bus or being dropped by car to school and will look into why they are being dropped by car. The question will also be asked if this project is done would you feel safer about your children biking or walking to school.
- It was clarified council is contributing 20% to the Transport Choices project and will be loan funded for approximately \$1.5 million.
- The \$180,000 for the bikes in schools is 100% funded by Waka Kotahi. This can cover a range of things including buying bikes, providing bike storage, building bike tracks within the schools. It will require talks to be held with the principals to see what is needed. The St Joseph's principal noted that bikes on site would help rural kids who miss out on participating in 'Wheels Wednesday'.
- These projects are to be completed by 30 June 2024. An evaluation will be undertaken in July 2024 which will need to capture our existing information, access to bikes, infrastructure in

school grounds, infrastructure on the roading network, distances students live from schools and why walking or cycling is the preferred method of travel.

- Councillor Boyde noted that videos are really well received by the public for ways of communications.
- Councillor Tongaawhikau questioned if the shared lane means walking traffic will be sharing the lane with cyclists? It was clarified that the shared path would be 2.5m – 3m wide so would accommodate for walking as well, whereas the separated cycle lane is 1.5m wide. The new footpath along Fenton Street is already in line with this. The District Mayor noted shared pathways were standard around the country now. Councillor Beck noted there would need to be promotion around bike etiquette and signage on the pathways.
- It was confirmed this initiative had come into place as cycling along roads could be unsafe.

DECISION REPORT



F23/147 – D23/42035

To: Council
From: Director – Corporate Services
Date: 10 October 2023
Subject: Adopt Annual Report 2022/23

Recommendations

1. THAT the report be received.
2. THAT the Annual Report 2022/23 be received and approved for adoption, subject to any further changes as requested by Deloitte, the independent auditors.
3. THAT the Mayor and the Chief Executive be given authority to sign the Annual Report, incorporating any late, minor, changes that may be required by Deloitte.
4. THAT the Chief Executive be authorised to publish an audited Summary Annual Report within one month of adopting the Annual Report 2022/23.

Recommended Reason

Section 98A of the Local Government Act 2002 requires Council to adopt the Annual Report 2022/23 by 31 December 2023. The audited Annual Report gives the community transparency on the Council's performance for the year. It is a statutory requirement for a local authority to, within one month after the adoption of its Annual Report; make publicly available a summary of the information contained in its Annual Report.

/
Moved/Seconded

1. Purpose of Report

- 1.1 The purpose of this report is to receive, consider, and approve for adoption the Annual Report for the year ended 30 June 2023 and to authorise the publication of a Summary Annual Report.

2. Executive Summary

- 2.1 The financial year ended 30 June 2023 represents year 2 of the Long Term Plan 2021-31. Some of the highlights for the year include the following:
 - Opening of the new Wai O Rua Stratford Aquatic Centre in October 2022.
 - Completion of the second water trunk main for the Stratford township.
 - Increase in the number of rateable assessments by 86 from 4,846 to 4,932.
 - Increase in the average rates per rateable assessment by 4.1% from \$2,929 to \$3,049.
 - An increase in total operating expenditure by 13% from \$21,153,000 to \$23,970,000, and operating expenditure exceeding budget largely as a result of the additional operating expenditure for Wai O Rua Aquatic Centre.
 - A reduction in capital expenditure from \$24,375,000 in 2021/22 to \$13,382,000 in 2022/23.
 - The Debt and Income and Affordability limits within the Financial Strategy were achieved.
 - The non-financial performance measures achievement rate was 59%, with 36% of measures not achieved, and 5% not applicable.

- 2.2 In September 2023, a draft Annual Report and a summary of the highlights was presented to the Audit and Risk Committee. No further significant changes have been made to the Annual Report since then.
- 2.3 The Annual Report was audited by Deloitte to provide Council with assurance on compliance with the Local Government Act 2002, the Local Government (Financial Reporting and Prudence) Regulations 2014, and the Public Benefit Entity Standards Reduced Disclosure Regime, and is audited in accordance with the Auditor-General’s Auditing Standards. At the time of writing this report, it is expected that Council will receive an unmodified audit opinion and no major issues have been raised with Council.
- 2.4 At the time of writing this decision report, the Audit Manager was still in the final stages of reviewing the audit of the Annual Report document, so there may be some minor changes as a result of the audit process.

3. Local Government Act 2002 – Section 10

Under section 10 of the Local Government Act 2002, the Council’s purpose is to “enable democratic local decision making by and on behalf of communities; as well as promoting the social, economic, environmental, and cultural well-being of communities now and into the future”			
Does the recommended option meet the purpose of the Local Government 4 well-beings? And which:		Yes - all	
Social	Economic	Environmental	Cultural
✓	✓	✓	✓

The Annual Reporting process benefits all ratepayers in the district and organisations to whom Council is accountable for in its decision making and meets the requirements of good quality local public service and providing for Community Outcomes in relation to all four well-beings.

4. Background

- 4.1 The Annual Report 2022/23 is the annual document that summarises the performance of the Council in the following aspects:
 - Financial performance – including financial statements, compliance with financial benchmarks, individual Activity cost of service statements, and a summary of variations to Year 2 of the Long-Term Plan 2021-31.
 - Non-Financial performance – performance measures and outcomes for the year by activity, and a summary of non-financial performance measures that were not met.
 - Confirmation from Deloitte that the Annual Report complies with appropriate legislation and standards (not yet available).

It also includes commentary from the Mayor and Chief Executive in relation to the financial year, along with a summary of the Council Structure and Governance arrangements.

- 4.2 This is the second year with Deloitte as auditor, previously Audit New Zealand. Despite a number of challenges with the transition in the previous years audit, improvements do not seem to have been made in terms of the efficiency in the audit process. Additionally, the audit fee for the 2022/23 has increased from \$126,018 (plus GST) the previous year, to \$219,668. Council has challenged the fee with Deloitte and the Officer of the Auditor General, and at the time of writing this report the Fee Proposal letter has not been signed by Council. However, auditors have advised the Chief Executive that if the letter is not signed the audit can not be finalised.

- 4.2 At this stage, Deloitte have not raised any significant issues with regards to their audit, and staff are not aware of any auditor recommendations to be addressed to Council in the final audit report.

5. Consultative Process

5.1 Public Consultation - Section 82

There is no requirement for public consultation on Council's Annual Report, however the Summary Annual Report is an opportunity to engage with the community on Council performance for the previous year.

5.2 Māori Consultation - Section 81

Iwi in the Stratford District will be sent the link to the Annual Report directly.

6. Risk Analysis

Refer to the Council Risk Register - available on the Council website.

- Does this report cover any issues that relate to any risks on the Council Risk Register, and if so which risks and what are the impacts and likelihood of eventuating?
- Does this report cover any issues that may lead to any new risks that are not on the Council Risk Register, and if so, provide some explanation of any new identified risks.
- Is there a legal opinion needed?

- 6.1 This report relates to Risk 8 – Annual Report Adoption and Publication. The Annual Report also covers Council risk management in general and is subject to a thorough audit process by Deloitte.

7. Decision Making Process – Section 79

7.1 Direction

	Explain
Is there a strong link to Council's strategic direction, Long Term Plan/District Plan?	Yes, the Annual Report compares the actual activities and the actual performance of Council for the year ended 30 June 2023 with the intended activities and the intended level of performance as set out in year 2 of the Council's 2021–2031 Long Term Plan.
What relationship does it have to the communities current and future needs for infrastructure, regulatory functions, or local public services?	It provides a snapshot of the Council's financial position, and gives a view as to Council's financial sustainability in order to meet the current and future infrastructure needs.

7.2 Data

- Do we have complete data, and relevant statistics, on the proposal(s)?
- Do we have reasonably reliable data on the proposals?
- What assumptions have had to be built in?

Refer to the Annual Report 2022/23 attached to this report – **Appendix 1**.

7.3 **Significance**

	Yes/No	Explain
Is the proposal significant according to the Significance Policy in the Long-Term Plan?	No	The decision to adopt the Annual Report in itself is not significant, as it is a matter of reporting past performance, and there are limited other options.
Is it:		
• considered a strategic asset; or		
• above the financial thresholds in the Significance Policy; or		
• impacting on a CCO stakeholding; or		
• a change in level of service; or		
• creating a high level of controversy; or		
• possible that it could have a high impact on the community?		
In terms of the Council's Significance Policy, is this proposal of high, medium, or low significance?		
High	Medium	Low
		✓

7.4 **Options**

<p>An assessment of costs and benefits for each option must be completed. Use the criteria below in your assessment.</p> <ol style="list-style-type: none"> 1. What options are available? 2. For each option: <ul style="list-style-type: none"> • explain what the costs and benefits of each option are in terms of the present and future needs of the district; • outline if there are any sustainability issues; and • explain if the outcomes meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions? 3. After completing these, consider which option you wish to recommend to Council, and explain: <ul style="list-style-type: none"> • how this option is the most cost effective option for households and businesses; • if there are any trade-offs; and • what interdependencies exist.

There is a statutory requirement to adopt the Annual Report by 31 December.

It is also a statutory requirement for a local authority to, within one month after the adoption of its annual report; make publicly available a summary of the information contained in its annual report.

The recommended option is to approve the recommendations to adopt the Annual Report 2022/23, subject to any minor changes as requested by Deloitte, and approve the other recommendations in this report.

However, if Council does not agree to adopt the Annual Report, there is limited time to make any changes, in order to comply with the legislative reporting timeframe. Note – any further changes done at Council's request (rather than at the request of auditors) will require additional audit review by Deloitte. *Note: There is no financial penalty for not adopting the Annual Report by the legislative timeframe.*

7.5 **Financial**

- Is there an impact on funding and debt levels?
- Will work be undertaken within the current budget?
- What budget has expenditure come from?
- How will the proposal be funded? eg. rates, reserves, grants etc.

By adopting this report there is minimal financial impact to Council, besides some communication and printing costs.

The total audit fee proposed for the 2022/23 audit (including disbursements) is \$219,668 (excl GST) – an increase of 74% on the previous year.

In 2022, Deloitte indicated that the audit fee was insufficient to cover the cost of the audit. Council responded to the OAG and Deloitte requesting them to review their audit processes and look at increasing audit efficiency. There is disagreement over the fees proposed for the 2023 audit, and it seems Council has little control over the matter.

7.6 **Prioritisation & Trade-off**

- Have you taken into consideration the:
- Council's capacity to deliver;
 - contractor's capacity to deliver; and
 - consequence of deferral?

The recommended option carries no direct implications to Council's capacity to deliver its services as proposed in the Long-Term Plan or Annual Plan.

7.7 **Legal Issues**

- Is there a legal opinion needed?
- Are there legal issues?

It is a statutory requirement under Section 98 and 98A of the Local Government Act 2002 for Council to adopt the Annual Report by 31 December.

It is a statutory requirement under Section 98 (4) for a local authority to, within one month after the adoption of its Annual Report; make publicly available its Annual Report and a summary of the information contained in its Annual Report.

7.8 **Policy Issues - Section 80**

- Are there any policy issues?
- Does your recommendation conflict with Council Policies?

N/A

Attachments

Appendix 1 Annual Report 2022/23



Tiffany Radich
Director – Corporate Services



[Approved by]
Sven Hanne
Chief Executive

Date 3 October 2023



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

ANNUAL REPORT 2022/2023



CONTENTS TO BE UPDATED ONCE FINALISED

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From the Mayor and Chief Executive

Tēnā koutou katoa

Welcome to Stratford District Council's Annual Report for 2022/23.

The past 12 months have seen a number of projects being completed and becoming available for use.

Our key milestones for the last financial year were:

- Completion of Wai O Rua Stratford Aquatic centre, on budget and on time
- Completion of the second water trunk main between the Stratford water treatment plant and Stratford township
- Successful advocacy resulting in progressing the sealing work on the historically unsealed stretch of State Highway 43, along with a suite of other safety improvements

The 2022/23 financial year was the second year of Council's 2021-2031 Long Term Plan. At \$13.4 million, capital expenditure for the financial year was significantly below the \$24.4 million of the previous year as council completed some of the major infrastructure projects listed above. Once again, Council was the recipient of significant government grants arising from a range of central government reforms and other initiatives. A number of these came with tight delivery deadlines which meant that planned projects had to take a back seat. Contractor availability and cost increases across the board further meant that completion of our planned projects dropped to 59% of the overall work programme. The delayed projects are however not lost as they have been rolled over into the following year.

Operating Results

We finished the year with a net surplus of \$3,171,000 and revenue slightly above budget due to rates income as well as other revenue exceeding budget expectations. Expenditure shows slightly over budget due to cost increases exceeding forecast.

Financial Position

All Local Government Funding Agency (LGFA) lending covenants were met during the 2022/23 financial year.

Due to significant grant funding received during the year and not all loan funded capital projects being delivered as budgeted, Council debt is lower than anticipated.

General Performance

Responses from our annual customer survey showed we are continually impressed with the level of service across our facilities. The Stratford Library, Visitor Information Centre, and Parks and Walkways received high ratings from residents, with 96%, 94%, and 90% levels of satisfaction respectively. The Aquatic Centre received 84% satisfaction, and Customer Service interactions achieved 83%.

Overall, however we have seen a notable drop in satisfaction across Council services from those surveyed. Where possible we try to address this feedback but as there has been no actual change to many of the services provided, we believe that this is heavily influenced by the cost of living crisis and a number of other issues causing some stress on our community.



Neil Volzke
District Mayor



Sven Hanne
Chief Executive



Community Outcomes

Vision

Council has spent time reviewing its vision statement for the district and will aspire to be:

A vibrant, resilient, and connected community – in the heart of Taranaki

Community outcomes

To the deliver the vision we will develop strategies, policy and procedures that facilitate and encourage a:





- Vibrant Community
- Sustainable Environment
- Connected Communities
- Enabling Economy

Council has a role on behalf of the community it represents in planning, delivering and monitoring parts of this vision.

Council has held workshops to refine the outcomes to better reflect what is important to Stratford. These are then used to provide direction and inform Council on service delivery and use of resources. These community outcomes are:

Community Outcome	What council will do
Vibrant community 	<ul style="list-style-type: none"> • We celebrate and embrace our community's cultures and traditions • We tell our unique story • We develop strong relationships with iwi, hapu and marae
Sustainable environment 	<ul style="list-style-type: none"> • Our natural resources can be enjoyed now and by future generations • We are committed to working towards zero waste • We have well planned and resilient infrastructure that meets the current and future needs of the district • We aim to understand and support Te Ao Māori values and principles
Connected communities 	<ul style="list-style-type: none"> • Our neighbourhoods are safe and supported • We enable positive healthy lifestyles, through access to health, social and recreation services • We have a strong sense of belonging • We value opportunities to be involved and work together as a community
Enabling economy 	<ul style="list-style-type: none"> • We are a welcoming and business friendly district • We encourage a strong and diverse local economy • We promote opportunities to visit, live and invest in the district • We support economic opportunities for Māori

The groups of activities contribute predominantly to the following community outcomes:

ACTIVITIES	Vibrant community 	Sustainable environment 	Connected communities 	Enabling economy 
Recreation and Facilities	✓	✓	✓	✓
Community Development	✓		✓	✓
Democracy	✓	✓	✓	✓
Environmental Services		✓	✓	✓
Roading			✓	✓
Stormwater		✓		✓
Wastewater		✓		✓
Solid Waste		✓		✓
Water Supply		✓		✓



The group of activities meet the purpose of the Local Government four well-beings as follows:

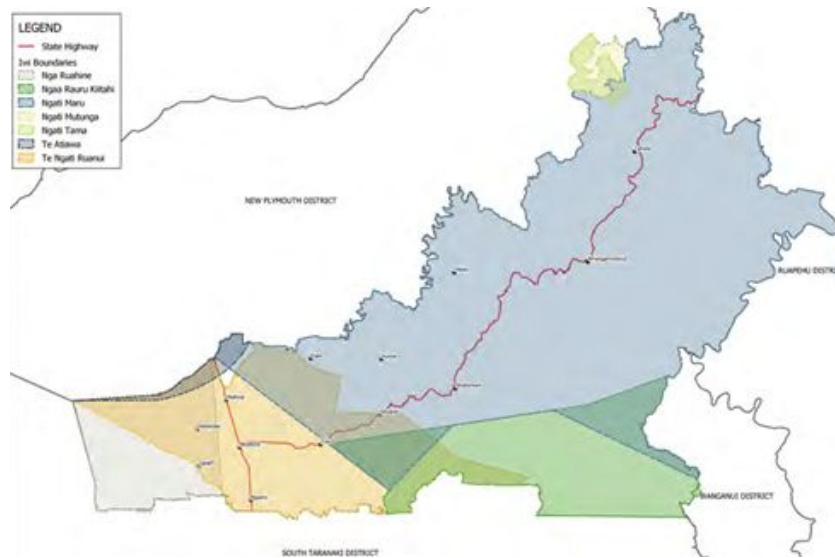
ACTIVITIES	Cultural	Social	Economic	Environmental
Aerodrome		✓	✓	✓
Civic Amenities	✓	✓		
Library	✓	✓		
Parks, Reserves and Cemeteries	✓	✓		✓
Pool Complex	✓	✓	✓	
Democracy	✓	✓	✓	✓
Community Development	✓	✓		
Economic Development	✓		✓	
Information Centre	✓	✓	✓	
Rental and Investment Properties		✓	✓	
Building Services			✓	✓
Planning			✓	✓
Community Health and Safety			✓	
Civil Defence and Emergency Management		✓	✓	✓
Roading		✓	✓	
Stormwater	✓	✓	✓	✓
Wastewater	✓	✓	✓	✓
Solid Waste		✓	✓	✓
Water Supply	✓	✓	✓	✓

Opportunities for Māori Contribution to Decision Making Processes

As a Council, we recognise the special position of tangata whenua and the important role Māori have to play in Council's decision-making processes and aim to build and grow mutually beneficial, positive relationships with iwi and hapu situated within the Stratford District.

We acknowledge the following seven iwi as tangata whenua within the Stratford District. These are Ngāti Ruanui, Ngāruahine, Ngāti Maru, Ngāti Mutunga, Ngāti Tama, Ngā Rauru and Te Atiawa.

Council also recognises the role of Whakaahurangi Marae within the district.



Council provides opportunities for Māori contribution to decision making in the following ways:

Statutory

Section 81 of the Local Government Act 2002 requires Council to provide opportunities for Māori to participate in Council decision-making and consider ways we can foster the development of Māori capacity to contribute to Council's decision-making. The Resource Management Act 1991 places further requirements on Council to support Māori participation and capacity in contributing to its decision making processes.

Significance and Engagement

The Significance and Engagement Policy sets out how Council will determine the significance of an issue, proposal, or decision and the level of engagement required with key stakeholders including iwi. This ensures a consistent approach is used when considering Māori contributions to Council's decision-making.

Council acknowledges its unique relationship with Māori and supports this through:

- Establishing and maintaining processes to provide opportunities for Māori to contribute to decision-making;
- Taking into account the relationship Māori have with their ancestral land, water, sites, waahi tapu, and other taonga, when a significant decision relates to land or a body of water; and
- Building ongoing relationships with Māori to enable early engagement in the development of appropriate plans and policies.

Internal Capacity

To enable and enhance effective engagement of Maori in decision making processes Council has committed resource to support and guide its interactions with Māori, with a focus on building the cultural competency of our staff and elected members. This includes ensuring training on Te Ao Māori is available and supported, including basic te reo Māori, tikanga, local history, and relevant legislation. This enhances staff confidence and skills in engaging with Māori to establish and manage effective relationships.

Working Together

Council values its relationship with mana whenua, demonstrated through involvement in significant community events such as the Puanga and te wiki o te reo Māori celebrations, through active engagement in the development of new recreational facilities as well as policy and bylaw adoption processes. Cooperation is also directly benefiting from iwi being increasingly included in regional groups such as the Taranaki Regional Executive Group, Ngā Kaiwhakatere o Taranaki and Civil Defence.

Going forward Council is committed to adopt a more formal approach to further enable Māori in decision making by having regular liaison meetings, at both governance and operational levels, and by establishing a Māori engagement framework with local iwi.

Governance

In 2021 Council adopted a bilingual name Te Kaunihera ā Rohe o Whakaahurangi Stratford District Council, and is looking forward to continuing the conversation around bilingual language use across Council operations, services and facilities moving forward. In May 2021 Council adopted to include a Māori Ward for the 2022 and 2025 local body elections.



District Profile

Stratford is located at the junction of State Highway 3 and State Highway 43, in the heart of Central Taranaki, in the North Island of New Zealand.

Stratford is the closest main centre to Egmont National Park, and the gateway to Mount Taranaki, the Manganui Ski Field, Dawson Falls, and the Forgotten World Highway (SH43) which winds its way through east Taranaki to Taumarunui.

Covering approximately 2,170 square kilometres, it has four distinct regions:

- The alpine and bush environment of the Egmont National Park.
- The dairy farming country of the Egmont ring-plain.
- The frontal hill country. This land lies between the ring plain and the eastern hill country. It is mostly utilised for sheep and beef farming.
- The relatively steep hill-country of eastern Taranaki, some areas of which are farmed mostly for sheep and beef farming. Some areas are abandoned farmland reverting to bush while some land remains in original bush.

Stratford District is one of New Zealand's smallest local authority areas, being the 58th largest district in New Zealand, of 67, based on population estimates.

Stratford District is part of the Taranaki Region. Taranaki has four Councils, made up of three territorial authorities and one regional council:

- Taranaki Regional Council
- New Plymouth District Council
- South Taranaki District Council
- Stratford District Council

The Stratford District Council is currently represented by 11 Councillors and the Mayor. Stratford district is divided into three wards – an urban ward (6 Councillors), a rural ward (4 Councillors) and a māori ward (1 Councillor). The Council has no community boards.

The Council has one Council Controlled Organisation (CCO), the Percy Thomson Trust, with control through the ability to appoint more than half of the trustees. The Trust is registered as a charitable trust, and therefore exempt from income tax.

The most recent population estimate for the district of 10,160 people is based on Statistics NZ population estimates as at 30 June 2022.



Elected Members

As at 30 June 2023 council consisted of a District Mayor and 11 Councillors.

District Mayor

Neil Volzke, JP

M. 027 631 7418

E. nvolzke@stratford.govt.nz



Rural Ward Councillors

Grant Boyde, JP

P. 027 603 2842

E. grant.boyde@stratford.govt.nz

Steve Beck

P. 027 444 7571

E. steve.beck@stratford.govt.nz

Amanda Harris

P. 06 762 3520

E. amanda.harris@stratford.govt.nz

Vaughan Jones

P. 027 620 2106

E. vaughan.jones@stratford.govt.nz

Māori Ward Councillor

Clive Tongaawhikau

P. 021 818 006

E. clive.tongaawhikau@stratford.govt.nz

Urban Ward Councillors

Ellen Hall

P. 021 817 792

E. ellen.hall@stratford.govt.nz

Jono Erwood

P. 027 640 4008

E. jono.erwood@stratford.govt.nz

Mathew Watt

P. 027 263 1235

E. mathew.watt@stratford.govt.nz

Min McKay, Deputy Mayor

P. 027 357 6060

E. min.mckay@stratford.govt.nz

John Sandford, JP

P. 027 496 2278

E. john.sandford@stratford.govt.nz

Annette Dudley

P. 027 452 6617

E. annette.dudley@stratford.govt.nz





Standing Committee Membership

As at 30 June 2023

	Council	Policy & Services Committee (includes hearings)	Executive Committee	Audit & Risk Committee	Farm & Aerodrome Committee	Sport New Zealand Rural Travel Fund
Frequency	Monthly	Monthly	As required	5x per year	Quarterly	2x per year
District Mayor N Volzke	●	✓	●	✓		
Deputy Mayor M McKay	✓	●	✓	✓		
Cr G Boyde	✓	✓	✓	✓	●	
Cr S Beck	✓	✓			✓	
Cr A Dudley	✓	✓				✓
Cr J Erwood	✓	✓	✓	✓		✓
Cr E Hall	✓	✓				
Cr A Harris	✓	✓	✓			●
Cr V Jones	✓	✓		✓	✓	
Cr W Sandford	✓	✓				
Cr C Tongaawhikau	✓	✓				
Cr M Watt	✓	✓				

- = Chairperson
- ✓ = Member of committee



Highlights

The purpose of this Annual Report is to outline the financial performance for the 2022/23 year, identify any changes from the 2021-2031 Long Term Plan (LTP), contribute to the accountability of the Council to its community, and extend opportunities for participation by the public in decision-making processes.

Rating Base and Statistical Information

For the year ended 30 June 2023

Rating Base Information

Rating units within Stratford District Council at the end of the preceding financial year (30 June 2022)	
- Number of Rateable Assessments	4,932
- Total Number of Rating Units	5,301
Valuations of the district (including non-rateable)	
- Land Value of Rating Units	\$2,212,239,650
- Improvements	\$1,524,134,350
Total Capital Value of Rating Units	\$3,736,374,000
Statistical Information	30 June 2023
Land Area	2,170 sq km
Population (as at June 2022)	10,120
Rates per head of population	\$3,049
Public Debt / Term Liabilities	\$33,700,000
Debt per Head of Populations	\$3,330
Debt per Rateable Assessment	\$6,833
Debt Servicing as a Percentage of Total Revenue (limit is <10%)	3.50%
Full Time Equivalent Staff at 30 June 2023	72
Roads	
- Sealed	407.0 km
- Unsealed	205.7 km

The operating result for the year ended 30 June 2023 demonstrates the Council's commitment to delivering its services to the community within the financial parameters of its LTP.

For the years ended:	30 June 2023 Actual \$000	30 June 2023 Budget \$000	30 June 2022 Actual \$000
Revenue			
- Rates	15,040	14,845	14,192
- All other revenue	12,100	11,626	14,737
Total Revenue	27,141	26,470	28,930
Total Operating Expenditure	23,970	21,431	21,153
Net Surplus (Defecit)	3,171	5,039	7,777
Capital Expenditure			
Working Capital (excludes current portion of debt repayment which will be refinanced immediately)	13,382 3,927	17,415	24,375 6,706
Current Ratio (Budget not to be less than 1:1), the reason being due to the timing of term loan maturities.	0.80:1		0.87:1

Financial Strategy

The Financial Strategy to which this Annual Report year was subject to is within the LTP 2021-2031 document. The objective of the Financial Strategy is to ensure that debt, revenue, and expenditure are managed in a way that ensures service levels are able to be maintained in a financially sustainable way. To achieve this, the Council has set limits on debt, rates increases, and the UAGC, as outlined below. In 2022/23, the rates measures were in compliance.

		Council's Target (limits)	LTP - 2021-31	Actual - 2022/23
Debt	Net debt as a % of total annual revenue	<130%	84%	79%
Income & Affordability	% Rates Increase	<6%	6.21%	5.97%

Net debt levels are within the targeted limits. Council has gross borrowings of \$33.7 million at interest rates ranging from 1.04% to 5.50% and financial investments of \$12.2 million.

The actual rates increase of 5.97% was lower than budgeted and within the LTP limit.

Financial Terminology

Net Surplus

The difference between Revenue and Operating Expenses, where Revenue is higher.

Net Deficit

The difference between Revenue and Operating Expenses, where Operating Expenses is higher.

Gross Debt

This is the total amount of external borrowings.

Net Debt

This is the total amount of external borrowings, less liquid financial investments including term deposits with registered banks and the loan to the Stratford Agricultural and Pastoral Association.

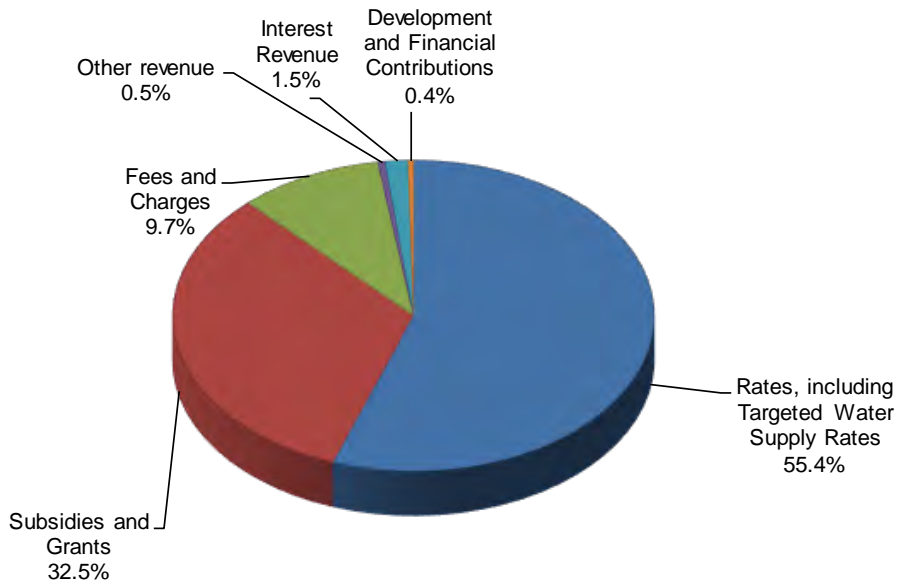
Net surplus

The Net Surplus of \$3,171,000 is primarily made up of capital revenue including the following:

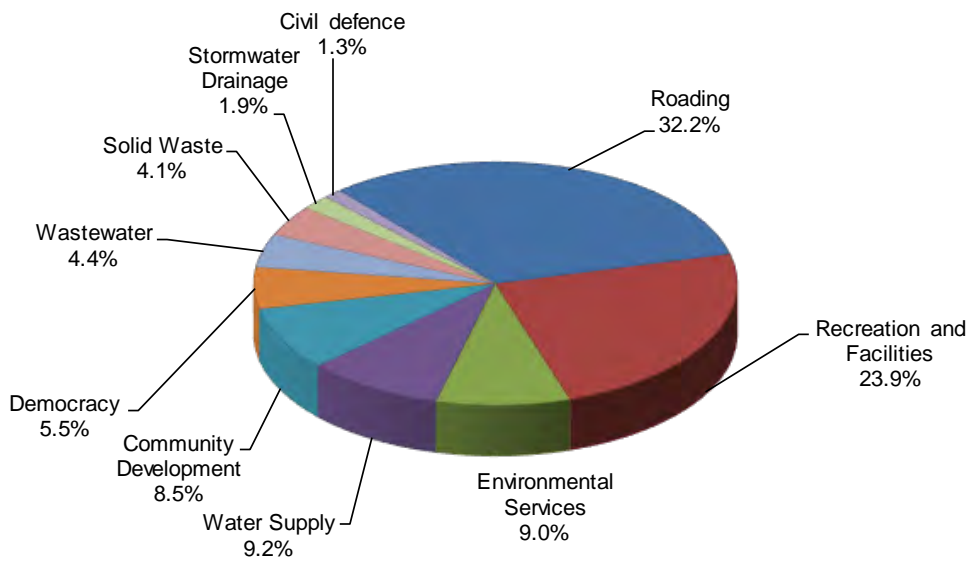
	000's
Roading subsidy for capital expenditure	3.342
Government funding for the swimming pool	1.400

Financial overview

Source of revenue - Council only



Operating Expenditure (Where the money is spent) – Council Only



Variations to the Annual Plan

The following table shows the variances to the Annual Plan for the year ended 30 June 2023.

	Net Actual \$000	Net Budget \$000	Variance \$000	Variance %
Net Operating Cost				
Recreation and Facilities	5,110	3,856	(1,254)	(33%)
Democracy	1,169	1,158	(11)	(1%)
Community Development	1,277	1,178	(99)	(8%)
Environmental Services	1,414	1,304	(110)	(8%)
Civil Defence and Emergency Management	316	343	27	8%
Roading	959	1,027	68	7%
Stormwater Drainage	460	437	(23)	(5%)
Wastewater	1,028	1,022	(6)	(1%)
Solid Waste	772	932	160	17%
Water Supply	1,729	1,675	(54)	(3%)
Total	14,233	12,932	(1,301)	(10%)
Capital Expenditure				
Roading	6,260	5,655	(606)	(11%)
Stormwater	72	347	274	79%
Water Supply	1,651	5,386	3,735	69%
Wastewater	560	614	53	9%
Solid Waste	10	10	-	N/A
Parks and Reserves and Cemeteries	801	153	(648)	(423%)
Recreation and Facilities	1,634	3,985	2,351	59%
Community Development	2,167	1,041	(1,126)	0%
Corporate	227	225	(2)	(1%)
Total	13,382	17,415	4,033	23%

Net Operating Costs

Recreation and Facilities

The operating expenditure for the Pool Complex activity is \$1,071,000 over budget due to the increased staffing costs and overhead running costs, as well as increased depreciation and interest, as a result of the new swimming pool, which opened in October 2022.

Capital Expenditure

Total capital expenditure was under budget by \$4,033,000. Although there were unders and overs across the council activities, significant variances are explained below.

The implications of the variance for new projects that are funded by loans is that Council will have rated in the 2022/23 year for interest on the expenditure. If a project was expected to be completed in 2022/23 then Council would have also rated for 50% of the depreciation.

Roading

- Brecon Road Extension has been moved to 2023/24 (budget was \$257,000)
- Road to Zero – no budget in 2022/23, as funds were carried over from 2021/22, to cover the \$904,000 spent in 2022/23.
- Pavement rehabilitation – budget exceeded by \$417,000 to enable roads damaged by logging trucks to be reinstated.

Water Supply

- Water meter upgrade – the meters have been purchased and are scheduled for installation in 2023/24.
- Raw water delivery line – this has been delayed due to contractor availability and other considerations, including the technical design work, taking longer than expected.

Parks, Reserves and Cemeteries

- The design for the skate park upgrade commenced in June 2023. This project is funded by a grant.
- Victoria Park drainage project has commenced and will be completed before the cricket season commences in October.
- Additional land was purchased to extend the size of the Kopuatama Cemetery. This was fully funded from council reserves.

Recreation and Facilities

- The new aquatic centre was completed during the year, at a total cost of \$20.7 million, therefore not requiring the full balance of funds in the 2022/23 Annual Plan.

Community Development

- Stratford 2035 – a project team has been established to oversee the delivery of this project in 2023/24.
- Suitable land for the proposed subdivision was purchased using both the current year's budget plus the budget for 2021/22.

Statement of Compliance

Compliance

The Council and management of Stratford District Council confirm that all the statutory requirements in relation to the Annual Report as outlined the Local Government Act 2002, have been complied with.



Neil Volzke
His workshop the Mayor
10 October 2023



Sven Hanne
Chief Executive
10 October 2023



Council Services

Groups of Activities

As required by the Local Government Act 2002, Council has grouped the services it provides into the following groups of activities.

Group	Activity	Services
Recreation and Facilities	Aerodrome Civic Amenities	Civic Amenities & Toilets Pensioner Housing
	Library Parks, Reserves & Cemeteries Pool Complex	
Democracy		Democracy Corporate Support
Community Development	Community Services Economic Development Information Centre Rental & Investment Properties	Farm Holiday Park Rental Properties
Environmental Services	Building Services Planning	District Plan Resource Consents
	Community Health and Safety	Food and Health Alcohol Licensing Parking and other bylaws Animal Control
Civil Defence and Emergency Management	Civil Defence and Emergency Management	
Roading	Roading	Construction, maintenance and renewal of roads, footpaths and associated infrastructure.
Stormwater	Stormwater	Construction and renewal of stormwater infrastructure.
Wastewater	Wastewater	Construction, maintenance and renewal of waste water network and treatment facilities.
Solid Waste	Waste Management	Kerbside collection of refuse and recycling and operation of the transfer station.
Water Supply	Water Supply	Construction, maintenance and renewal of water treatment plants and water reticulation network.

Disclosure of significant negative effects on well-being

The Council is required to identify and disclose any activities undertaken to promote specific community well-beings which have potentially significant adverse effects for other outcomes.

Performance Reporting

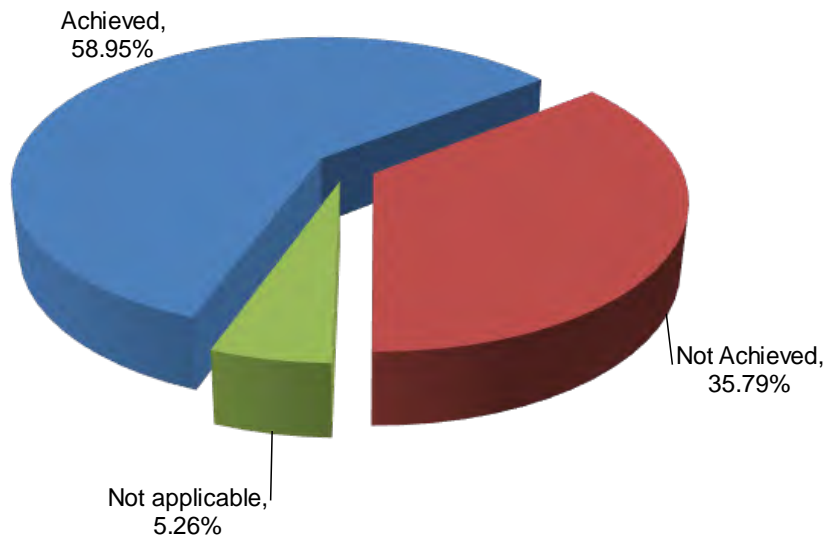
In the activities that follow, performance reporting against the Targets will be detailed as follows:

Achieved - Required actions have been completed and the intended level of service has been achieved.

Not Achieved - None of the required actions have been undertaken, or the performance measure was not met.

Not Applicable - No action was required during the year.

Performance Measures Pie Chart





Recreation and Facilities



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Annual Report 2022-23

AERODROME

1.1 What We Do

Council owns the aerodrome to make provision for local air transport, recreation and light commercial needs. The aerodrome is situated at Flint Road and has two grassed runways.

1.2 Why We Do It

This activity contributes to the community outcomes of:

- Connected Communities – by providing an alternative transport route for people to connect to the district.
- Enabling Economy – promotes district opportunities for economic growth by increasing accessibility.

1.3 Significant Negative Effects

The Aerodrome activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social & environmental - The Aerodrome activity has the potential to negatively impact on the social and environmental well-being of the local community through noise. To mitigate this, the aerodrome is located in a rural area and Council owns the farm surrounding the aerodrome which serves as a buffer zone.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year2 2022/23		
The aerodrome meets the needs of users	A high level of satisfaction amongst the users with the condition and maintenance of the aerodrome	>70%	Achieved – 70.27% - 12 responses were received. (2021/22 Not Achieved – 50%)	Annual aerodrome user survey.
The aerodrome is used by the Stratford community and visitors.	Number of aircraft movements during the year.	>3,500	Not Achieved – 1,491 (2021/22 Not Achieved – 1,606)	Annual AIMM compliance reporting
<i>The bad weather has had an impact on the movements this year.</i>				

1.5 Projects and Other Programmes

There were no projects associated with the Aerodrome activity.

1.6 Cost of Services Statement

The detailed financial summary for the Aerodrome is shown below.

Aerodrome

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
106	Operating Expenditure	121	101
24	Revenue	25	27
82	Net Cost of Service	96	75
	EXPENDITURE		
73	Operating Costs	83	69
6	Depreciation	6	6
27	Allocated Overheads	32	27
106	Total Operating Expenditure	121	101
-	Capital Expenditure	-	-
106	Total Expenditure	121	101
	FUNDED BY:		
24	Charges for Services	25	27
24	Total Revenue	25	27
71	General Rates	74	73
-	Transfer from Depreciation Reserve	-	-
1	Other Funding	-	1
96	Total Funding	99	101

CIVIC AMENITIES

1.1 What We Do

Council's Civic Amenities include a range of facilities that are fairly typical of a rural area and service town:

- Council Office (Miranda Street)
- War Memorial Centre
- TET Multi Sports Centre
- Pensioner Housing
- Centennial Rest Rooms
- Clock Tower (Glockenspiel)
- Bus Shelters
- Hall of Remembrance
- Public Toilets
- Rural Halls
- Security Cameras
- Structures/Beautification
- Transfer Station

1.2 Why We Do It

Council owns Civic Amenities to provide a community good or core civic functions, some of these are provided by Council because no other agencies are able or willing to provide them.

This activity contributes to the achievement of the District's civic, social and cultural needs.

This activity contributes to the community outcomes of:

- Vibrant Community
- Connected Communities

1.3 Significant Negative Effects

There are no significant negative effects associated with the Civic Amenities activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year2 2022/23		
To provide facilities that are well maintained and utilised.	Buildings legally requiring a Building WoF have a current Building WoF at all times.	100%	Achieved – 100% (2021/22 Achieved – 100%)	Building WoF records
	Annual booking of War Memorial Centre.	>500	Not Achieved – 430 (2021/22 Not Achieved – 379)	Booking records
	<i>Since Covid, this measure has not been achieved, so Council will review the target in the 2024-32 Long Term Plan.</i>			
	Annual booking of Centennial Restrooms.	>200	Achieved – 251 (2021/22 Achieved – 246)	Booking records
To provide suitable housing for the elderly.	Percentage of resident satisfaction.	>89%	Not Achieved – 87.03% (2021/22 Not Achieved – 73%)	Annual Survey of Pensioner Housing tenants.
	<i>Satisfaction was impacted due to maintenance of the lawns, edging and units.</i>			
	Annual Occupancy rate.	>95%	Achieved – 100% (2021/22 Achieved – 100%)	Tenancy records.
To provide clean, well maintained toilet facilities.	Percentage of Stratford District residents satisfied with overall level of service of toilets.	>80%	Not Achieved – 67% (2021/22 Not Achieved – 68%)	Annual Residents Survey
	<i>An increase in vandalism has impacted the experience and perception of these facilities.</i>			

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
Stratford 2035	Level of Service	\$520,000	\$0	This budget was for a number of projects, which were still being planned and prioritised.
War Memorial Centre - Kitchen and cabinetry upgrade.	Level of Service	\$0	\$8,465	This has now been completed.
War Memorial Centre – Appliance Upgrade	Level of Service	\$0	\$4,389	This project has now been completed.
TET Multisport Sport Centre	Level of Service	\$51,300	\$26,629	Tenders to complete the project came in over budget, currently working with contractor to bring project inside budget.
Civic Amenities – Storage Shed	Replacements	\$0	\$24,341	This project has now been completed.
Civic Amenities – Demolish Bell Tower	Replacements	\$0	\$16,535	This was to reinstate the War Memorial Centre carpark.

1.6 Cost of Services Statement

The detailed financial summary for the Civic Amenities and Pensioner Housing activities are shown below. The costs of operating the Miranda Street Office are not shown here because they are allocated to the various Council functions as overheads.

Civic Amenities

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
958	Operating Expenditure	1,033	1,017
34	Revenue	65	52
924	Net Cost of Service	968	965
EXPENDITURE			
321	Operating Costs	386	386
10	Interest	15	27
495	Depreciation	482	472
132	Allocated Overheads	151	132
958	Total Operating Expenditure	1,033	1,017
18	Principal Loan Repayments	20	49
204	Capital Expenditure	84	575
1,180	Total Expenditure	1,137	1,641
FUNDED BY:			
34	Charges for Services	65	52
34	Total Revenue	65	52
630	General Rates	733	722
19	Targeted Rates	18	18
227	Depreciation Funded from Reserves	227	219
118	Transfers from Depreciation Reserves	118	52
-	Grants and Donations	-	-
96	Loan Funding - Capital	39	571
6	Other Funding	12	5
1,130	Total Funding	1,213	1,641

Pensioner Housing

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
115	Operating Expenditure	161	143
72	Revenue	66	79
43	Net Cost of Service	95	64
EXPENDITURE			
31	Operating Costs	68	60
1	Interest	1	1
33	Depreciation	33	33
50	Allocated Overheads	59	50
115	Total Operating Expenditure	161	143
1	Principal Loan Repayments	1	1
-	Capital Expenditure	-	-
116	Total Expenditure	162	144
FUNDED BY:			
72	Charges for Services	67	79
72	Total Revenue	66	79
24	General Rates	34	34
18	Transfers from Depreciation Reserves	59	30
1	Other Funding	2	1
115	Total Funding	162	144

LIBRARY

1.1 What We Do

The Stratford District Library is co-located with the Visitor Information Centre (i-SITE) which sees a vibrant, community hub situated in the town centre, Prospero Place. The library provides physical and digital access to a collection of lending material and information resources in a welcoming environment intended for community activities, leisure, social interaction, and study. It promotes creativity and learning through the delivery of public programmes and the provision of support facilities such as the Wi-Fi network and access to equipment and technology.

1.2 Why We Do It

This activity contributes to the district's overall well-being by providing access to reading material, databases and internet services that individuals are unlikely to be able to provide for themselves.

This activity contributes to the community outcomes of:

- Vibrant community
- Connected communities

1.3 Significant Negative Effects

There are no significant negative effects associated with the Library activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
To provide a library service which meets the needs of and is being used by Stratford District residents	Number of items (including digital) issued annually	>40,000	Achieved – 62,010 (2021/22 Achieved – 57,670)	Monthly statistics from Koha
	% of library users satisfied with library services.	>80%	Achieved – 96% (2021/22 Achieved – 97%)	Annual Residents Survey
	Number of people participating in library events and programmes	>1,200	Achieved – 3,461 (2021/22 Achieved – 2,436)	Internal attendance records

1.5 Projects and Other Programmes

There were no future projects associated with the Library activity.

1.6 Cost of Services Statement

The detailed financial summary for the Library's activities is shown below.

Library

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
753	Operating Expenditure	768	691
13	Revenue	15	14
740	Net Cost of Service	753	677
	EXPENDITURE		
442	Operating Costs	441	375
18	Interest	23	17
83	Depreciation	76	85
210	Allocated Overheads	228	214
753	Total Operating Expenditure	768	691
33	Principal Loan Repayments	32	32
-	Capital Expenditure	-	-
786	Total Expenditure	800	723
	FUNDED BY:		
13	Charges for Services	15	14
13	Total Revenue	15	14
593	General Rates	634	625
42	Depreciation Funded from Reserves	37	46
-	Loan Funding - Capital	-	-
104	Grants and Donations	14	-
33	Transfer from Depreciation Reserves	32	32
8	Other Funding	17	6
793	Total Funding	749	723

PARKS, RESERVES AND CEMETERIES

1.1 What We Do

Council provides a range of active and passive recreation opportunities that benefit the community's physical, social and personal quality of life. Parks, reserves and cemeteries assets include:

- (i) 36.7 hectares of passive reserves:
 - Gardens, lawns, trees, and amenity street plantings
 - 2 neighbourhood parks and 3 playgrounds
- (ii) 10 hectares of urban active reserves comprising:
 - 2 croquet greens
 - 6 netball/tennis courts
 - 4 rugby fields
 - 1 cricket wicket
 - 2 soccer fields
- (iii) 9.4 hectares of cemeteries
 - 5.1 hectares in 2 operating cemeteries
 - 4.3 hectares in 5 closed cemeteries
 - 2.73 hectares for future expansion
- (iv) 14km of walkway including 9 foot bridges.
- (v) 5.4 hectares in 19 esplanade reserves.
- (vi) Accessory structures and buildings:
 - Grandstand at Victoria Park
 - Toilet block at Victoria Park
 - Croquet pavilion at Victoria Park
 - Memorial Gates at Victoria Park
 - Malone Gates at King Edward Park
 - Netball shelters at King Edward Park
 - Stratford Gateway Structures (2)
 - Skate park at Victoria Park
 - Children's Bike Park at Victoria Park
 - Toilet Block at Children's Bike Park at Victoria Park
 - Pump Track at Victoria Park
 - Half basketball court at Victoria Park
- (vii) 34.3 hectares in rural domains and reserves.

1.2 Why We Do It

To provide and manage parks, reserves and cemeteries encompassing passive, active and scenic open spaces which contribute towards the desirability and attractiveness in the community.

The Parks and Reserves activity creates and provides a sense of belonging and pride, adding to social, recreational and cultural facilities in the community which are accessible to all.

This activity contributes to the community outcomes of:

- Connected communities
- Sustainable environment

1.3 Significant Negative Effects

There are no significant negative effects associated with the Parks, Reserves and Cemeteries activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic, environmental and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2022/23		
To provide parks, sports fields and other open spaces that meet community demand	Number of complaints and requests for service.	<40	Not Achieved – 121 (2021/22 Not Achieved – 141)	Reporting against corporate CRM system.
	<i>The results now include all customer requests including recommendations, observations and community concerns related to Cemeteries, Parks and Reserves, which gives officers a better indication of customer interactions.</i>			
	Percentage of Stratford residents satisfied with:			
	• Parks;	>80%	Achieved – 90% (2021/22 Achieved – 92%)	Annual Residents Survey.
	• Sports fields; and	>80%	Achieved – 85% (2021/22 Achieved – 83%)	Annual Residents Survey.
• Cemeteries.	>80%	Not Achieved – 68% (2021/22 Not Achieved – 70%)	Annual Residents Survey.	
<i>General comments relate to untidiness in relation to lawn, weeds and general maintenance, and the unevenness in certain areas. Also, last summer was very wet, so grass growth and weed-growth never slowed down from the winter months. Therefore, contractors were unable to keep up with the demand in mowing at the cemeteries</i>				
Safe playgrounds are provided	All playgrounds meet NZ Safety Standards.	100%	Not Applicable – the inspection is due December 2024 (2021/22 Not Achieved)	Biennial playground inspection report and records provided from weekly and quarterly compliance checks by contractor.
Foot Bridges are safe.	All foot bridges meet NZ Safety standards.	100%	Not Applicable – the inspection is due December 2024 (2021/22 Not Achieved)	Biennial bridge inspection Report

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
<i>Broadway Round-about Gardens</i>	Level of Service	\$0	\$0	This project was on hold from 2021/22 while Council liaised with community groups on the town centre plan.
<i>Walkway Development</i>	Level of Service	\$10,000	\$10,562	A 50metre concrete path was installed behind the TET Stadium.
<i>Skate Park upgrade – Victoria Park</i>	Level of Service	\$0	\$54,088	Work on the design and construction has commenced.
<i>Victoria Park Drainage</i>	Level of Service	\$60,000	\$102,200	Reinstatement commenced, drainage to be completed in 2023/24.
<i>Kopuatama Cemetery – entrance upgrade</i>	Level of Service	\$76,800	\$81,940	Complete
<i>Additional Land for Kopuatama Cemetery extension</i>	Level of Service	\$0	\$511,682	Complete
<i>Whangamomona Camp Ground – Septic Tank Installation</i>	Replacements	\$0	\$29,921	The concept design and report has been received and the build will occur in 2023/24.

1.6 Cost of Services Statement

The detailed financial summary for the Parks and Reserves and Cemeteries activities are shown below:

Parks and Reserves

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
820	Operating Expenditure	929	757
8	Revenue	8	9
812	Net Cost of Service	921	748
	EXPENDITURE		
534	Operating Costs	588	522
6	Interest	8	8
146	Depreciation	172	94
134	Allocated Overheads	160	133
820	Total Operating Expenditure	929	757
10	Principal Loan Repayments	12	14
495	Capital Expenditure	204	76
1,325	Total Expenditure	1,144	847
	FUNDED BY:		
8	Charges for Services	8	9
8	Total Revenue	8	9
703	General Rates	765	754
29	Transfer (to) from Reserves	29	14
43	Loan Funding - Capital	48	76
(10)	Transfer (to) Turf Replacement Reserve	(10)	(10)
447	Grants and Donations	156	-
16	Sale of assets / insurance proceeds	-	-
5	Other Funding	10	4
1,241	Total Funding	1,006	847

Cemeteries

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
181	Operating Expenditure	211	187
122	Revenue	138	104
59	Net Cost of Service	74	82
	EXPENDITURE		
116	Operating Costs	139	121
-	Interest	1	1
7	Depreciation	7	7
58	Allocated Overheads	64	59
181	Total Operating Expenditure	211	187
-	Principal Loan Repayments	2	2
7	Capital Expenditure	597	77
188	Total Expenditure	811	266
	FUNDED BY:		
122	Charges for Services	138	104
122	Total Revenue	138	104
89	General Rates	85	84
-	Transfer from Depreciation Reserves	-	-
7	Transfers from Reserves - Capital	515	-
-	Loan Funding - Capital	82	77
2	Other Funding	5	2
220	Total Funding	825	266

POOL COMPLEX

1.1 What We Do

Wai o Rua - Stratford Aquatic Centre opened in October 2022. Owned and operated by Council, the centre has more than twice the capacity of the old TSB Pool Complex, and is home to an 8-lane 25 metre competition pool, a 20 metre programme and hydrotherapy pool, a learn to swim pool, a toddler pool and a zero-depth splash pad, kitted out with a range of interactive water toys.

1.2 Why We Do It

Council owns the pool to provide aquatic recreation for its residents and visitors. Council has historically adopted the role of provider of a swimming pool complex for the district as there has been no alternative provider.

The Pool makes a valuable contribution to the overall health and wellbeing of residents and visitors providing diverse recreational activities and enhancing the attractiveness of the district.

This activity contributes to the community outcomes of:

- Vibrant Community
- Connected Communities
- Enabling Economy

1.3 Significant Negative Effects

Wai o Rua - Stratford Aquatic Centre has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social - Cryptosporidia and other pathogens have the potential to cause significant negative health effects. Mitigation of this risk is a critical part of the water filtration and treatment processes.

Social – Chlorine odour has the potential to cause significant negative health effects. The water filtration system used minimises the level of chlorine used, and keeps the chlorine odour at low levels.

Environmental & cultural – Any accidental or uncontrolled discharge of pool water or associated chemicals into the neighbouring Patea River would have significant negative impacts on the environmental and cultural wellbeing of the river and the community. This is managed and mitigated through compliance with existing resource consent conditions.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
The pool complex will be a safe place to swim.	Number of reported accidents, possible accidents and similar incidents pa.	<80	Not Achieved – 125 (2021/22 Achieved - 25)	Reported monthly to Council.
	<i>This is a result of increased reporting procedures and processes and a significant increase in patronage at the new aquatic centre.</i>			
	Compliance with NZS5826:2010 NZ Pool Water Quality Standards.	100%	Achieved – 100% (2021/22 Achieved – 100%)	Water quality register.
	PoolSafe accreditation is met	100%	Achieved (2021/22 Achieved – 100%)	Annual Reporting
That the pool facilities meet demand.	Percentage of pool users are satisfied with the pool.	>80%	Achieved – 84% (2021/22 Not Achieved – 77%)	Annual Residents Survey.
	Number of pool admissions per annum.	>55,000	Achieved – 61,378 (2021/22 Not Achieved – 39,789)	Reported monthly to Council.

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
Pool Development	Level of Service	\$3,410,000	\$1,550,000	The pool was officially opened in October 2022 with a total cost of \$20.7 million.

1.6 Cost of Services Statement

The detailed financial summary for the Pool Complex activities is shown below:

Pool Complex

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
1,289	Operating Expenditure	2,558	1,487
170	Revenue	355	241
1,119	Net Cost of Service	2,204	1,246
	EXPENDITURE		
845	Operating Costs	1,548	781
116	Interest	305	207
120	Depreciation	477	291
208	Allocated Overheads	228	208
1,289	Total Operating Expenditure	2,558	1,487
213	Principal Loan Repayments	421	377
14,295	Capital Expenditure	1,550	3,410
15,797	Total Expenditure	4,529	5,274
	FUNDED BY:		
170	Charges for Services	355	241
170	Total Revenue	355	241
981	General Rates	1,258	1,240
10,640	Loan funding - capital	150	2,010
3,849	Grants and Donations	1,450	1,400
213	Transfers from Depreciation Reserves	421	377
8	Other Funding	16	6
15,861	Total Funding	3,650	5,274



Democracy



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Democracy

1.1 What We Do

Democracy

Democracy includes the formal meeting processes, elections and the means for community involvement in the democratic process. The Democracy activity supports the elected members in these roles and ensures the purposes of the Local Government Act 2002 are met.

Corporate Support

Corporate Support provides a range of professional support services to the Council and to agencies closely associated with Council. These services include financial planning, reporting, analysis and advice, the provision of accounting services, secretarial and administrative support and the development and maintenance of management information systems.

1.2 Why We Do It

Council is required by the Local Government Act 2002 to provide a democratic process and manage its funding and administrative services efficiently and responsibly on behalf of the district.

The Democracy activity, by its nature, contributes to all of the desired district well-beings, and community outcomes that Council aims to achieve.

Corporate Support is an internal support function that provides services to other areas of Council to assist them in the delivery of activities. The total costs are allocated to other activity areas.

This activity contributes to the community outcomes of:

- Connected Communities
- Vibrant Communities
- Enabling Economy
- Sustainable Environment

1.3 Significant Negative Effects

There are no significant negative effects associated with the Democracy activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic, environment and cultural well-being

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
To provide Democracy services in accordance with statutory deadlines.	Agendas and associated reports for all scheduled meetings are available to interested parties in accordance with statutory timeframes.	100%	Achieved – 100% (2021/22 Achieved – 100%)	Meeting Register.
	All Council meetings are publicly notified in accordance with statutory timeframes.	100%	Achieved – 100% (2021/22 Achieved – 100%)	Meeting Register.
Opportunities for the community to participate in decision making is widely publicised	The community is satisfied with how Council keeps them informed.	>80%	Not Achieved – 61% (2021/22 Not Achieved – 65%)	Annual Residents Survey.
	<i>A common theme of comments received include lack of Stratford Press deliveries and our older community not liking some of the digital applications provided.</i>			
Ensure accountability documents are prepared and meet statutory requirements.	The Annual Report, Annual Plan and Long Term Plan meet statutory deadlines and receive an unmodified audit opinion.	Achieved	Achieved – 100% (2021/22 Achieved)	Audit Opinion.

1.5 Projects and Other Programmes

<i>Project</i>	<i>Category</i>	<i>Budget 2022/23</i>	<i>Actual 2022/23</i>	<i>Notes</i>
<i>Computers and peripherals</i>	Replacements	\$162,000	\$219,588	Funds were carried over from 2021/22
<i>Vehicle Replacements</i>	Replacements	\$39,500	\$17,413	One vehicle was delivered in June 2023.
<i>Miscellaneous Equipment</i>	Replacements	\$20,000	\$4,222	This was for the installation of security cameras at the Miranda Street office.
<i>Furniture Replacements</i>	Replacements	\$3,200	\$11,882	Additional furniture was required due to the increase in staff numbers.

1.6 Cost of Services Statement

The detailed financial summary for Governance and Corporate Support's activities are shown below:

Democracy

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
1,233	Operating Expenditure	1,334	1,243
-	Revenue	37	-
1,233	Net Cost of Service	1,297	1,243
	EXPENDITURE		
535	Operating Costs	587	558
698	Allocated Overheads	746	685
1,233	Total Operating Expenditure	1,334	1,243
	FUNDED BY:		
-	Charges for Services	37	-
-	Revenue	37	-
1,147	UAGC	1,245	1,223
-	Subsidies / Grants	10	-
26	Other Funding	53	20
1,173	Total Funding	1,345	1,243

Corporate Support

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
-	Operating Expenditure	3	-
102	Revenue	131	85
(102)	Net Cost of Service	(128)	(85)
	EXPENDITURE		
	Operating Costs		
634	- Chief Executive's Department	662	592
843	- Corporate Services Department	973	844
(1,477)	Allocated Overheads	(1,635)	(1,436)
-	Total Operating Expenditure	3	-
193	Capital Expenditure	227	225
193	Total Expenditure	230	225
	FUNDED BY:		
102	Charges for Services	131	85
102	Total Revenue	131	85
(70)	UAGC	(87)	(85)
193	Transfer from Depreciation Reserves	227	225
225	Total Funding	272	225



Community Development



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COMMUNITY SERVICES

1.1 What We Do

Community Services encourages and supports groups and individuals in the district to achieve their own goals and outcomes in a sustainable way that benefits the community. It does this by providing information, advice, and support to groups and individuals, through activities such as networking, facilitation, administration support, promotion, advocacy, and event facilitation.

Examples of the current community services activities include:

- Facilitating the Positive Ageing Group and Youth Council
- Coordinating the promotion of school holiday activities
- Administration of community funds including Sport NZ Rural Travel Fund and Creative New Zealand Funding Scheme
- Working with community groups to identify the outcomes they want for the community
- Working in partnership with regional agencies to support the well-being of the community
- Providing community events such as Summer Nights and war memorial commemorations.

1.2 Why We Do It

This activity contributes to the district's well-being by the Council maintaining a general overview of trends in the social well-being of the district. The aim is to actively involve people in building their own sustainable and resilient communities and initiating, usually in conjunction with others, action for enhancement whenever it considers that to be necessary, appropriate and practical.

This activity contributes to the community outcomes of:

- Vibrant community
- Connected communities

1.3 Significant Negative Effects

There are no significant negative effects associated with the Community Services activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic, environment and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual	How Measured
		Year2 2022/23	2022/23	
Event Development that supports and encourages community engagement	Deliver or facilitate community events.	>5	Achieved – 15 (2021/22 Achieved - 32)	Number of events held are recorded
	Percentage of residents feeling a sense of community.	>80%	Not Achieved – 61% (2021/22 Not Achieved – 71%)	Annual Residents Survey
Comments in the survey express appreciation for what the Council/Community Development does but want more events and activities, increased opportunities for our elderly and young people in the district and increased facilities				

1.5 Projects and Other Programmes

There were no projects associated with the Community Services activity.

1.6 Cost of Services Statement

The detailed financial summary for the community development activity is shown below.

Community Services

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
624	Operating Expenditure	688	437
38	Revenue	36	34
586	Net Cost of Service	652	403
EXPENDITURE			
502	Operating Costs	560	313
122	Allocated Overheads	128	124
624	Total Operating Expenditure	688	437
FUNDED BY:			
38	Charges for Services	36	34
38	Total Revenue	36	34
438	UAGC	405	399
261	Grants	277	-
5	Other Funding	10	4
742	Total Funding	728	437

ECONOMIC DEVELOPMENT

1.1 What We Do

Council has a leadership role in economic development. This activity supports the development and growth of the district by:

- Encouraging and supporting the establishment, retention and development of sustainable, new and existing businesses.
- Promoting business opportunities and events that benefit the local economy
- Promoting the district as a great place to live and visit.
- Supporting the Stratford Business Association
- Working in partnership with Venture Taranaki Trust to support the economic growth of the district.

1.2 Why We Do It

Council provides this service to enable growth in population, increase employment opportunities, and promote the district as a destination for business and visitors. This works towards enabling a local economy that is prosperous.

This activity contributes to the community outcomes of:

- Vibrant Community
- Enabling Economy

1.3 Significant Negative Effects

There are no significant negative effects associated with the Economic Development activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual	How Measured
		Year 2 2022/23	2022/23	
To support and promote the economic growth of the district.	Number of client interactions with Venture Taranaki's Business Advisory Service	100%	Achieved – 7 (2021/22 Achieved - 38)	5 start up clinics
	Mentor matches made as requested	100%	Achieved – 100% (2 matches) (2021/22 Achieved)	Venture Taranaki Quarterly reports
Enterprise Partnership and Engagement	Review the Economic Development Strategy	N/A	Not Applicable (2021/22 Achieved)	Year 1 only - Strategy approved by Council

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
Proposed council subdivision	Level of Service	\$1,025,000	\$2,141,644	The purchase of the land has been completed with development to commence in 2023/24.

1.6 Cost of Services Statement

The detailed financial summary for Economic Development's activities is shown below:

Economic Development

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
600	Operating Expenditure	564	598
-	Revenue	-	-
600	Net Cost of Service	564	598
EXPENDITURE			
446	Operating Costs	407	444
154	Allocated Overheads	157	154
600	Total Operating Expenditure	564	598
FUNDED BY:			
313	General Rates	302	297
-	Subsidies / Grants	100	-
313	UAGC	302	297
6	Other Funding	12	4
632	Total Funding	716	598

Council Projects

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
-	Operating Expenditure	31	-
-	Revenue	-	-
-	Net Cost of Service	31	-
	EXPENDITURE		
-	Operating Costs	-	-
-	Interest	31	-
-	Total Operating Expenditure	31	-
6	Principal Loan Repayments	-	-
6	Capital Expenditure	2,142	1,025
12	Total Expenditure	2,173	1,025
	FUNDED BY:		
26	General Rates	-	-
-	Sale of sections - capital	-	-
	Grants and Donations - Capital		1,025
6	Loan Funding - Capital	2,142	-
32	Total Funding	2,142	1,025

INFORMATION CENTRE

1.1 What We Do

The Visitor Information Centre (i-SITE) is co-located with the Stratford District Library which sees a vibrant, community hub situated in the town centre, Prospero Place. Residents and visitors can access a wide range of travel information, booking services and complete NZTA transactions such as car registration and driver licensing.

1.2 Why We Do It

This activity provides a range of tourism information related to the Stratford District, Taranaki, and New Zealand. It also acts as an Automotive Association touring agent providing driver licence and vehicle licensing services that otherwise may not have been available.

This activity contributes to the community outcomes of:

- Vibrant community
- Enabling economy

1.3 Significant Negative Effects

There are no significant negative effects associated with the Information Centre activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic, environment and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
To provide an Information Centre for visitors, incorporating Automobile Association Agency services that meets the needs of and is being used by the community.	Number of users of AA Agency Service is measured.	>10,000	Not Achieved – 8,607 (2021/22 Not Achieved - 7,900)	AA customer count records
	Percentage customers are satisfied with the Information Centre.	>80%	Achieved – 94% (2021/22 Achieved – 96%)	Annual Residents Survey

This target has not been met since 2018/2019 due to more services being available online

1.5 Projects and Other Programmes

There were no projects associated with the Information Centre activity.

1.6 Cost of Services Statement

The detailed financial summary for the Information Centre's activities is shown below:

Information Centre

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
216	Operating Expenditure	217	287
52	Revenue	62	39
164	Net Cost of Service	155	248
	EXPENDITURE		
110	Operating Costs	102	176
-	Depreciation	-	4
106	Allocated Overheads	115	107
216	Total Expenditure	217	287
	FUNDED BY:		
52	Charges for Services	62	39
52	Total Revenue	62	39
201	General Rates	248	244
4	Other Funding	8	3
257	Total Funding	318	287

RENTAL AND INVESTMENT PROPERTIES

1.1 What We Do

The Rental and Investment Properties activity manages properties council owns for strategic or commercial purposes.

Under this activity Council staff performs common landlord roles, such as the day-to-day maintenance of grounds and buildings as well as the long term planning for purchase, disposal, renewal, upgrades and redevelopment of properties.

This activity covers the following:

Farm - manage 160 hectares of land (132 hectares milkable) on a 50/50 share milking basis.

Holiday Park - operate a formal lease for the land.

Rental Properties - Council manages urban and rural land and commercial properties under this activity.

- Land with a Council function that generally has limited potential for any other use or is strategically important to Council.
- Land that has commercial potential and its legal status permits its availability for sale.
- Land that is currently vacant or occupied informally by an adjoining owner and has limited options for sale.

1.2 Why We Do It

The prudent management of Council owned properties not used in the day-to-day functions of Council ensure these do not become a nuisance and maximises commercial return for Council.

Each property is held for specific reasons and the property portfolio is regularly reviewed to ensure any properties surplus to requirements are disposed of. The key properties and the reason for Council's ownership are described below.

Farm - The farm is considered to be an economic investment that was purchased for the purposes of providing a financial contribution to ease the burden of rates on the community. In 2015 the farm expanded by 54 hectares when the Council purchased the neighbouring farm for the purposes of increasing economies of scale, and returns to the ratepayer. The farm contributes to the economic well-being of the district by providing rates mitigation for ratepayers.

The farm surrounds the aerodrome, therefore providing a buffer zone to allow for smooth operations of the aerodrome.

Holiday Park - Council has traditionally adopted the role of provider of the holiday park as there has been no alternative provider in Stratford.

Rental Properties - most properties have been purchased for a strategic purpose because of their location, either for Council's future use or for on selling at a later date.

This activity contributes to the community outcomes of:

- Enabling Economy

1.3 Significant Negative Effects

The Rental and Investment Property activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Environmental & cultural - Contamination of streams that cross or border the council owned farm, from runoff from paddocks, effluent ponds or animals gaining access to the river has the potential to negatively impact the environmental and cultural wellbeing. This is mitigated by good farming practices and significant investment made in fencing and riparian planting of stream edges as well as effluent management.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
Maximum profits from the farm are returned to Council.	Milk production is maximised	>150,000 kg/ms	Not Achieved – 142,659 kgs/ms (2021/22 Achieved – 154,000kgs/ms)	Milk Supplier's Statements issued by Fonterra.
		<i>The impact of weather events on feed availability, environmental mastitis and extra pressure on grass all contributed towards not meeting the production target.</i>		
The Council is meeting national Environmental standards.	The Council farm's Environmental Plan is reviewed annually	Achieved	Not Achieved (2021/22 Achieved)	Report to Farm and Aerodrome Committee
		<i>The plan was revised during the year, but it is still waiting on final review by Fonterra, which is not expected until August 2023.</i>		
Leased property is safe and fit for purpose.	Number of complaints from tenants.	<5	Achieved – 0 (2021/22 Achieved – 1)	Reporting against corporate CRM system.

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
Farm				
<i>Landscaping and Riparian Planting</i>	Level of Service	\$3,500	\$1,835	Complete
<i>Water lines and trough upgrade</i>	Level of Service	\$12,300	\$12,175	Complete
<i>Hot Water Cylinder – dwelling</i>	Replacements	\$0	\$11,148	Urgent replacement was required.

1.6 Cost of Services Statement

The detailed financial summaries for the Farm, Holiday Park and Rental Properties activities are shown below:

Holiday Park

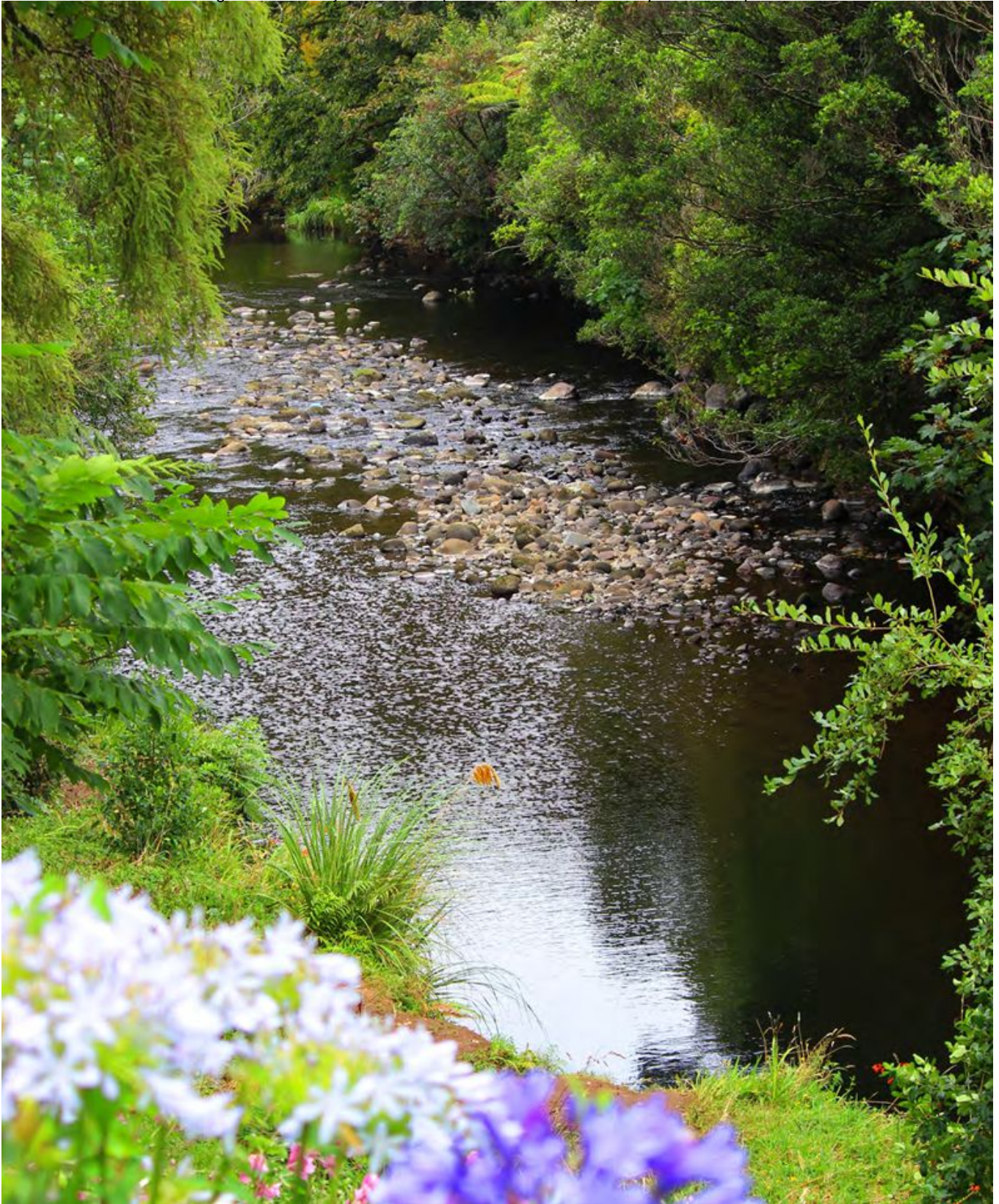
Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
2	Operating Expenditure	3	2
3	Revenue	3	3
(1)	Net Cost of Service	(1)	(1)
EXPENDITURE			
-	Operating Costs	-	-
2	Allocated Overheads	3	2
2	Total Expenditure	3	2
FUNDED BY:			
3	Charges for Services	3	3
3	Total Revenue	3	3
(1)	General Rates	(1)	(1)
-	Other Funding	(2)	-
2	Total Funding	0	2

Farm

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
442	Operating Expenditure	481	385
732	Revenue	638	489
(290)	Net Cost of Service	(157)	(104)
	EXPENDITURE		
300	Operating Costs	304	238
43	Interest	57	46
40	Depreciation	48	43
59	Allocated Overheads	72	57
442	Total Operating Expenditure	481	385
175	Principal Loan Repayments	70	54
192	Capital Expenditure	25	16
809	Total Expenditure	576	454
	FUNDED BY:		
732	Charges for Services	638	489
732	Total Revenue	638	489
(51)	General Rates	(149)	(147)
172	Loan Funding - Capital	14	16
(49)	Transfer (to) from Reserves	108	97
804	Total Funding	611	454

Rental Properties

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
65	Operating Expenditure	67	69
30	Revenue	35	36
35	Net Cost of Service	32	33
	EXPENDITURE		
8	Operating Costs	3	12
17	Depreciation	17	17
40	Allocated Overheads	47	40
65	Total Operating Expenditure	67	69
-	Capital Expenditure	-	-
65	Total Expenditure	67	69
	FUNDED BY:		
30	Charges for Services	35	36
30	Total Revenue	35	36
30	General Rates	32	32
2	Other Funding	3	1
62	Total Funding	70	69



Environmental Services



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BUILDING SERVICES

1.1 What We Do

The Council is registered as a building consent authority (BCA), as required by the Building Act 2004. The BCA receives and processes applications for building consents. It also involves monitoring and compliance, to ensure that all building, plumbing and drainage work in the District is undertaken in a safe, secure and proper manner. The Building Control Team also leads the preparation of Land Information Memorandums.

1.2 Why We Do It

The Council has a legal responsibility to ensure buildings are fit for purpose and comply with legislation. This activity contributes to the community outcomes of:

- Enabling Economy
- Sustainable Environment

1.3 Significant Negative Effects

The Building activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social, economic, environmental & cultural - the construction and modification of buildings and structures represents a significant investment for its owners and directly impacts the community and the natural and built environment, as well as community safety. Performance indicators have been designed to strike a balance between legal requirements, supporting the environmental and economic well-being and delivering efficiency from a customer service perspective. Maintenance of a quality management system and a structured approach to continual improvement are two measures to ensure the purpose of the Building Act is upheld.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
To process applications within statutory timeframes.	Percentage of building consent applications processed within 20 days.	100%	Not Achieved – 99.6%, 240 out of 241 (2021/22 Not Achieved – 98.6% 355 out of 360)	Council Records.
	<i>This was due to one consent awaiting peer review before granting of consent. (was processed in 21 days)</i>			
	Percentage of inspection requests completed within 24 hours of request.	100%	Not Achieved – 97.4%, 1,119 out of 1,149 (2021/22 Not Achieved – 97.2% 1,219 out of 1,256)	Council Records.
	<i>Inspection booking requests were for more than 24 hrs before inspection being required.</i>			
To retain registration as a Building Consent Authority.	Percentage of code compliance certificate applications determined within 20 working days.	100%	Not Achieved – 95.3%, 204 out of 214 (2021/22 Not Achieved – 90% 190 out of 211)	Council Records.
	<i>CCC's were located during a clean out of records, and software issue with clock in relation to previously refused CCC's</i>			
To process LIMs within statutory timeframes	Current registration.	Confirmed	Achieved – registration current (2021/22 Achieved)	Current IANZ Certification
Service meets customer expectations.	% of LIMs processed within timeframes.	100%	Achieved – 100% 80 of 80 (2021/22 Achieved – 100%, 55 out of 55)	Council Records
	Percentage of customers using building consent processes are satisfied with the service provided	>80%	Not Achieved – 41% (2021/22 Not Achieved – 48%)	
<i>This is likely to be a consequence of a higher than usual workload pressure. Comments from the survey related to slow response times, poor communication, the length of time to get consent and expressed overall frustration in dealing with Council.</i>				

1.5 Projects and Other Programmes

There were no future projects associated with the Building Services activity.

1.6 Cost of Services Statement

The detailed financial summary for Building Services' activities is below:

Building Control

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
1,006	Operating Expenditure	944	994
485	Revenue	458	433
521	Net Cost of Service	486	561
EXPENDITURE			
710	Operating Costs	623	706
-	Depreciation	8	-
296	Allocated Overheads	313	288
1,006	Total Operating Expenditure	944	994
FUNDED BY:			
485	Charges for Services	458	433
485	Total Revenue	458	433
467	UAGC	562	552
11	Other Funding	23	8
963	Total Funding	1,043	994

PLANNING

1.1 What We Do

This activity covers:

- The development and administration of the Stratford District Plan
- The processing of resource consents required under the District Plan.
- Monitoring of the district to ensure that the District Plan is relevant and complied with.

1.2 Why We Do It

All of the above functions are required by legislation.

This activity contributes to the community outcomes of:

- Sustainable Environment
- Enabling Economy

1.3 Significant Negative Effects

The Planning activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social, economic, environmental & cultural - land use and subdivision activity can impact on short and long term social, economic, environmental and cultural outcomes. Performance indicators have been designed to strike a balance between legal requirements, supporting the environmental and economic well-being, meeting the community's needs and delivering efficiency from a customer service perspective. Best social, economic, environmental & cultural practice and community expectations will also be incorporated in the future update of the District Plan which governs much of this activity.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year2 2022/23		
To promote the sustainable management and use of land and public spaces.	To undertake a comprehensive review of the district plan, with notification within statutory timeframes.	N/A	Not Applicable (2021/22 Not Applicable)	No timeframe to be met in Year 1 Reports to Council
	To undertake a systematic review of bylaws and related policies as they reach their statutory review dates.	100% within review timeframes	Not Achieved (2021/22 Not Achieved)	Reports to Council
	<i>One policy has not been reviewed within the statutory timeframe. The policy is the Local Approved Products Policy which is jointly held with New Plymouth District Council.</i>			
To process resource consents within statutory timeframes.	% of non notified applications processed within 20 working days.	100%	Not Achieved – 90% 76 of 84 (2021/22 Not Achieved – 96% 79 of 82 applications)	Council records
	<i>This is due to receiving an unusually high number of applications.</i>			
	% of notified applications processed within legislated timeframes for notification, hearings and decisions.	100%	Achieved – 0 notified consent applications (2021/22 Achieved – 0 notified consent application)	Council records
Service meets customer expectations	% of s223 and s224 applications processed within 10 working days.	100%	Achieved – 100% 51 of 51 applications. (2021/22 Achieved – 100% 53 of 53 applications)	Council records
	Percentage of customers using resource consent processes are satisfied with the service provided	>80%	Not Achieved – 22% (2021/22 Not Achieved – 70%)	Council Records
<i>This is likely due to higher than usual workload pressure and a very high target for a regulatory and enforcement based function.</i>				

1.5 Projects and Other Programmes

There were no projects associated with the Planning and Bylaw activity.

1.6 Cost of Services Statement

The detailed financial summary for Planning and Bylaw's activities is below:

District Plan and Bylaws

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
161	Operating Expenditure	209	208
-	Revenue	-	-
161	Net Cost of Service	209	208
EXPENDITURE			
53	Operating Costs	91	103
108	Allocated Overheads	119	105
161	Total Operating Expenditure	209	208
FUNDED BY:			
183	UAGC	209	205
4	Other Funding	8	3
187	Total Funding	217	208

Resource Consents

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
241	Operating Expenditure	321	240
97	Revenue	120	121
144	Net Cost of Service	201	119
EXPENDITURE			
132	Operating Costs	206	135
109	Allocated Overheads	115	105
241	Total Operating Expenditure	321	240
FUNDED BY:			
97	Charges for Services	120	121
97	Total Revenue	120	121
121	UAGC	118	116
4	Other Funding	8	3
222	Total Funding	246	240

COMMUNITY HEALTH AND SAFETY

1.1 What We Do

The activities broadly cover the regulation and enforcement of various statutes and bylaws relating to health, food, alcohol, animal control, and general nuisance arising from inappropriate parking of motor vehicles and/or use of public places.

Health Act and Food Act

The Council:

- provides a uniform system of control to ensure that food being sold is fit for consumption and safe
- carries out premises registration, education, monitoring and enforcement activities, including complaint resolution, to avoid and mitigate actual and potential adverse effects on public health.

From time to time this activity also has to review and respond to legislative changes. Overall its main role is licencing, compliance and enforcement.

Sale and Supply of Alcohol Act

The Council carries out licensing, monitoring and enforcement activities, to ensure that a reasonable system of control is in place over the sale and supply of liquor to the public, with the aim of contributing to the reduction of liquor abuse in the community.

Parking and other Bylaw compliance

Bylaws provide an enforcement tool where specific local regulation is required. In some instances bylaws are required to give a specific local interpretation of national legislation. Others, such as the Public Places Bylaw, are passed under the Local Government Act but simply reflect a set of local expectations.

The Council receives an average of 300 complaints concerning infringements of the various bylaws each year.

Animal Control

The Council exercises its responsibilities under the Dog Control Act 1996 and the Council's Dog Control Bylaw. The Council controls dogs as required by legislation to avoid nuisance and minimise risk to the community.

This covers:

- registration of dogs
- providing a timely response to all complaints concerning dogs, particularly in regard to instances involving aggressive behaviour by dogs
- Enforcing obligations on dog owners designed to ensure that dogs do not cause a nuisance to any person, and do not injure, endanger or cause distress to any person or cause distress to any stock, poultry, domestic animal or protected wildlife.

The Council operates a dog pound which has capacity for six dogs. The demand for services is relatively consistent.

Under the general bylaw this activity also manages wandering stock on road reserves.

1.2 Why We Do It

These services are either required by statute or bylaws produced by the Council in response to either public expectations or legal requirements.

This activity contributes to the community outcomes of:

- Enabling Economy
- Sustainable Environment

1.3 Significant Negative Effects

There are no significant negative effects associated with the Community Health and Safety activity that may affect the social, economic, environmental or cultural well-being of the local community. This activity exists to avoid, minimise or mitigate significant negative effects of environmental or community health and safety events. Failure to deliver this activity would therefore have a significant negative impact on the economic and environment well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2022/23		
To fulfil obligations to improve, promote and protect public health.	Percentage of premises registered under the Food Act, Health Act, Beauty and Tattoo Bylaw, to be inspected for compliance.	100%	Not Achieved – 99% 107 out of 108 (2021/22 Achieved – 100% 94 out of 94)	Council Records
	1 hairdresser was not inspected as the operator was closed on a number of occasions due to unforeseen circumstances.			
	Health nuisance and premise complaints are responded to within 1 working day.	100%	Achieved – 100% 16 out of 16 complaints (2021/22 Achieved – 100% 11 out of 11 complaints)	Council Records
To fulfil obligations as a District Licensing Committee.	Percentage of licensed premises inspected.	100%	Not Achieved – 93.7% 30 of 32 inspected (2021/22 Not Achieved – 94.2% 33 out of 35 inspected)	Council Records
	Two premises were not inspected. One is closed for business, however the licence has not been surrendered. Another is closed as it is being rebuilt.			
	Percentage of applications processed within 25 working days (excluding hearings).	100%	Achieved – 100% 90 of 90 applications – 1 hearing (2021/22 Achieved – 100% 87 out of 88 applications and 1 hearing)	Council Records
To monitor and enforce bylaws.	Percentage of complaints responded to within 2 hours.	100%	Achieved – 100% 287 of 287 complaints. (2021/22 Achieved – 100% 278 out of 278 complaints)	Council Records
To ensure dogs are controlled.	Percentage of known dogs registered.	95%	Achieved – 98% 2,123 of 2,176 dogs (2021/22 Achieved – 97.5% 2,081 out of 2,135 dogs)	Council Records
	Percentage of dog attack/wandering dog complaints responded to within an hour.	100%	Not Achieved – 95.3% 283 of 286 complaints (2021/22 Not Achieved – 98% 225 out of 228 complaints)	Council Records
Three calls for service to dog complaints were not attended to within 1 hour. This was due to the Council's contractor's communication system, and training requirements.				

1.5 Projects and Other Programmes

There were no projects associated with the Community Health and Safety activity.

1.6 Cost of Services Statement

The detailed financial summaries for Food and Health, Alcohol Licensing, Parking and other Bylaws and Animal Control activities are below:

Food and Health

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
167	Operating Expenditure	197	166
36	Revenue	33	31
131	Net Cost of Service	164	135
EXPENDITURE			
89	Operating Costs	114	89
78	Allocated Overheads	83	77
167	Total Operating Expenditure	197	166
FUNDED BY:			
36	Charges for Services	33	31
36	Total Revenue	33	31
132	UAGC	135	133
3	Other Funding	6	2
171	Total Funding	174	166

Alcohol Licensing

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
111	Operating Expenditure	136	109
35	Revenue	30	34
76	Net Cost of Service	106	76
EXPENDITURE			
59	Operating Costs	81	57
52	Allocated Overheads	55	52
111	Total Operating Expenditure	136	109
FUNDED BY:			
35	Charges for Services	30	34
35	Total Revenue	30	34
75	UAGC	75	74
2	Other Funding	4	2
112	Total Funding	110	109

Parking and other Bylaws

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
145	Operating Expenditure	135	142
1	Revenue	(15)	1
144	Net Cost of Service	150	141
EXPENDITURE			
68	Operating Costs	49	65
77	Allocated Overheads	86	77
145	Total Operating Expenditure	135	142
FUNDED BY:			
1	Charges for Services	(15)	1
1	Total Revenue	(15)	1
124	UAGC	142	139
3	Other Funding	6	2
128	Total Funding	132	142

Animal Control

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
205	Operating Expenditure	220	210
146	Revenue	123	145
59	Net Cost of Service	97	66
EXPENDITURE			
106	Operating Costs	114	110
1	Interest	2	1
3	Depreciation	4	4
95	Allocated Overheads	100	95
205	Total Operating Expenditure	220	210
2	Principal Loan Repayments	2	2
-	Capital Expenditure	-	-
207	Total Expenditure	222	212
FUNDED BY:			
146	Charges for Services	123	145
146	Total Revenue	123	145
78	UAGC	66	65
-	Loan funding	-	-
4	Other Funding	7	3
228	Total Funding	196	212

CIVIL DEFENCE & EMERGENCY MANAGEMENT

1.1 What We Do

The overriding principle for Civil Defence and Emergency Management delivery across the Taranaki Civil Defence and Emergency Management (CDEM) Group is that it is a regionally coordinated and locally delivered approach. The Taranaki Region operates a CDEM Group Office, called the Taranaki Emergency Management Office (TEMO). TEMO is a shared service between all four councils in Taranaki that delivers Civil Defence and Emergency Management coordination throughout Taranaki on behalf of the councils in the region. The Council is obligated to plan and provide for Civil Defence and Emergency Management within the Stratford District and to ensure that it can function at the fullest possible extent during an emergency.

1.2 Why We Do It

Council has legal requirements to play a direct role in the prevention and management of natural hazards.

This activity contributes to the community outcomes of:

- Sustainable Environment
- Connected Communities

1.3 Significant Negative Effects

There are no significant negative effects associated with the Civil Defence and Emergency Management activity that may affect the social, economic, environmental or cultural well-being of the local community. However, failure to deliver this activity would have a significant negative impact on the social, economic, environment and cultural well-being.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual	How Measured
		Year2 2022/23	2022/ /23	
To maintain effective emergency capability	Recruit, train and maintain a pool of staff and volunteers capable of responding to an emergency event. Number of people trained to at least Foundational level.	>40	Achieved – 56 (2021/22 Not Achieved)	Takatu Records
To ensure the Stratford District Emergency Operations Centre is fit for purpose.	Annual capability audit undertaken (externally) and quarterly system checks undertaken (internally).	Achieved	Achieved (2021/22 Achieved)	Council Records

1.5 Projects and Other Programmes

There were no projects associated with the Civil Defence and Emergency Management activity.

1.6 Cost of Services Statement

The detailed financial summaries for Civil Defence and Emergency Management's activities are below:

Civil Defence and Emergency Management

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
362	Operating Expenditure	316	343
-	Revenue	-	-
362	Net Cost of Service	316	343
EXPENDITURE			
178	Operating Costs	122	167
-	Depreciation	-	1
184	Allocated Overheads	194	175
362	Total Operating Expenditure	316	343
FUNDED BY:			
326	UAGC	344	338
7	Other Funding	13	5
333	Total Funding	357	343



Roading



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ROADING

1.1 What We Do

The Roading activity encompasses the management, construction, maintenance and renewal of rural and urban roads, footpaths, kerb and channel, street lighting and associated infrastructure for the District excluding State Highways. The Roading network managed by the Stratford District Council totals 597.8km, made up of 556.1km of rural roads and 42.41km of urban streets. State Highways 3 and 43 are maintained by the New Zealand Transport Agency (NZTA). In addition there are over 700km of unformed legal road and a number of bridges 'beyond the maintenance peg' that are not maintained by Council.

The Roading asset includes all pavements from the sub base to, and including, the top sealed or metal surface, traffic services (lighting, street and safety signage, footpaths, kerb & channel), bridges, culverts and side drains.

	Rural	Urban	Special Purpose
Sealed km	350.4	42.4	14.00
Unsealed km	<u>205.7</u>	<u>0.01</u>	<u>0.20</u>
	556.1	42.41	14.20

The physical works carried out on the District roads are undertaken by private contractors. Most of the work, including all routine maintenance and most renewals and planned work such as reseals and unsealed roads metal replacement, is carried out under the Roading Facilities Management Contract.

1.2 Why We Do It

Council is the road controlling authority under the Local Government Act 1974 and 2002 with responsibility for all local roads in the area. It provides an integrated, safe, responsive and sustainable local land transport system for the District. This is a fundamental requirement for every District.

The main users of the network are residents, industries (particularly dairy, forestry and oil), a small commercial sector, and visitors.

This activity contributes to the community Outcomes of:

- Connected communities
- Enabling economy

1.3 Significant Negative Effects

Negative Effects

The Roading activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social, economic, environmental & cultural - Traffic hazards and accidents have the potential to negatively impact the community's social, economic, environmental and cultural well-being. Council is actively involved in regional road safety strategies such as 'Roadsafe Taranaki', and the 'Community Road Safety Programme' and investigates injury accidents with the Police to address any roading issues that may be involved.

Social, economic, environmental & cultural – Dust from unsealed roads has the potential to negatively impact the community's social, economic, environmental and cultural well-being. Council is working with the rural community to manage nuisance from dust.

Social, economic & cultural –Road closures have the potential to negatively impact the community's social, economic and cultural well-being. Unplanned road closures are usually the result of environmental events and can be of concern, particularly for isolated rural communities. When this happens, every effort is made to have the road or alternative routes open as soon as possible. Planned road closures are generally not a significant problem as they are well notified to affected parties and council works with event organisers to reduce the impact of closures of popular routes.

Environmental & cultural – Earthworks and run-off from road construction and maintenance activities has the potential to impact the environmental and cultural wellbeing. To manage and mitigate this risk, all major project works are carried out under resource consent conditions and undertaken in a manner that avoids significant negative effects. Routine maintenance activities are governed by performance criteria outlined in the maintenance contract.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year2 2022/23		
To provide a safe roading network.	Road safety - The reduction from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	A reduction of at least 1	Achieved – minus 3 there were three crashes during the year (2021/22 Not Achieved increase of 5)	Police CAS Database
To provide a well maintained roading network.	Road Condition – The average quality of ride on sealed road network, measured by smooth travel exposure.	Urban – ≥83% Rural – ≥91%	Not Achieved – Urban – 54% (2021/22 Not Achieved – 63%) Achieved – Rural – 92% (2021/22 Achieved -94%)	RAMM Rating Report
	<i>Due to lack of available funding to undertake repairs, expenditure has had to be reallocated to fixing rural seal roads damaged by forestry.</i>			
	Road maintenance – The percentage of the sealed road network that is resurfaced.	≥5%	Not Achieved – 4 % (2021/22 Achieved 6.1%)	RAMM Rating Report
	<i>This is due to pressures on other budgets to repair roads damaged by Forestry activity.</i>			
To provide a well maintained roading network.	Road maintenance – The percentage of the unsealed road network that has been metal dressed.	≥7%	Not Achieved – 4.35% (2021/22 Achieved – 11.5%)	RAMM Report
	<i>As above, due to pressures on other areas of the roading network and limited budget.</i>			
	Footpaths - The percentage of footpaths within a territorial authority district that fall within the level of service or service standard for the condition of footpaths that is set out in the territorial authority's relevant document (annual plan, activity management plan, asset management plan, annual works programme or long term plan)	>72.5%	Achieved – 89% (2021/22 Achieved – 89%)	RAMM Report
	Response to service requests - The percentage of customer service requests relating to roads and footpaths to which the territorial authority responds within the time frame specified in the long term plan (note: this information is actually held in the asset management plan not the long term plan).	>88%	Achieved – 90% (2021/22 Achieved – 100%)	RAMM Report. Spreadsheet until connectivity is established between RAMM and Customer Service Requests
Percentage of residents who are satisfied with:				
• Roding Networks	>80%	Not Achieved – 30% (2021/22 Not Achieved – 39%)	Annual Residents Survey	
<i>The issues appear to be with potholes and the length of repair work, and quality of the repairs.</i>				
• Footpaths	>80%	Not Achieved – 57% (2021/22 Not Achieved – 61%)		
<i>The key issue noted was the lack of footpaths in some areas resulting in safety issues, and also uneven surfaces creating trip hazards and rough bumpy surfaces for cyclists and mobility vehicles on footpaths.</i>				

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
<i>Unsealed Road Metalling</i>	Replacements	\$780,000	\$706,035	Complete
<i>Sealed Road Resurfacing</i>	Replacements	\$890,000	\$648,510	Complete
<i>Drainage Renewals</i>	Replacements	\$700,000	1,054,234	Complete
<i>Pavement Rehabilitation</i>	Replacements	\$750,000	\$1,167,025	Complete
<i>Structure Component Replacement</i>	Replacements	\$941,500	\$370,332	Complete
<i>Traffic Services</i>	Replacements	\$72,275	\$56,380	Complete
<i>Footpath Renewals</i>	Replacements	\$170,000	\$224,370	Complete
<i>Low cost/low risk safety improvements</i>	Replacements	\$855,000	\$629,528	Complete
<i>Sealed Road Resurfacing – Special Purpose Roads</i>	Replacements	\$60,000	\$165,053	Complete
<i>Special Purpose – Traffic Services Renewals</i>	Replacements	\$0	\$11,234	Complete
<i>Special Purpose – Low cost low risk safety</i>	Level of Service	\$20,000	\$0	A footpath leading to Dawson Falls will be constructed in 2023/24, once reviewed by the Department of Conservation.
<i>Road to Zero</i>	Level of Service	\$0	\$904,015	This was carried forward from the previous year.
<i>Walking and Cycling Strategy</i>	Level of Service	\$140,000	\$323,703	This was for footpath and safety improvements.
<i>Brecon Road Extension</i>	Level of Service	\$257,700	\$0	Not required in 2022/23

1.6 Cost of Services Statement

The detailed financial summary for Roading activities is below:

Roading

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
6,640	Operating Expenditure	7,474	6,370
4,687	Revenue	6,406	5,322
1,953	Net Cost of Service	1,068	1,049
EXPENDITURE			
3,557	Operating Costs	4,383	3,269
-	Interest	5	7
2,910	Depreciation	2,890	2,913
173	Allocated Overheads	196	180
6,640	Total Operating Expenditure	7,474	6,370
-	Principal Loan Repayments	6	13
4,720	Capital Expenditure	6,260	5,655
11,360	Total Expenditure	13,741	12,038
FUNDED BY:			
165	Charges for Services	214	251
4,522	Waka Kotahi (NZTA) Financial Assistance	6,193	5,071
4,687	Total Revenue	6,406	5,322
3,231	Targeted Rates	3,117	3,095
1,614	Depreciation funded from Reserves	1,614	1,616
1,976	Transfers from Reserves - Capital	1,976	2,031
(157)	Transfer from (to) reserves	290	(429)
-	Loan Funding - Capital	324	398
7	Other Funding	14	5
11,358	Total Funding	13,741	12,038

Business Unit

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
319	Operating Expenditure	294	380
392	Revenue	403	400
(73)	Net Cost of Service	(109)	(20)
EXPENDITURE			
119	Operating Costs	69	168
4	Depreciation	3	5
196	Allocated Overheads	223	207
319	Total Operating Expenditure	294	380
FUNDED BY:			
390	In-house Services - NZTA Assisted	400	400
2	Charges for Services	3	-
392	Total Revenue	403	400
(10)	General Rates	(25)	(25)
8	Other Funding	16	6
390	Total Funding	394	380



Stormwater



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Stormwater

1.1 What We Do

Stormwater reticulation and collection services are provided and managed by Stratford District Council:

- To collect and disperse any excess water from a major rainfall event.
- To provide a system for the normal drainage of stormwater and groundwater, thereby enhancing the life of other infrastructure eg. roads and protecting private property (to the defined level of service).

The Stormwater reticulation system is a network of pipes and open drains that collects stormwater from developed urban areas. Collection from roads and public areas is usually via sumps and directed to reticulation. Collection from commercial and industrial properties is via reticulation manholes. Residential area stormwater is discharged to ground mainly by soak holes, although if soil or other conditions are not suitable for soak holes, discharge is carried out via runoff through sumps and reticulation.

The Stratford District Council manages around 6.7km of stormwater pipes, and 1.9km of open channels/drains in the Stratford urban area. Council is also responsible for approximately 70 metres of 450mm culvert in Midhirst.

1.2 Why We Do It

Stormwater assets are critical for the protection of properties and infrastructure.

The Council provides the Stormwater service to meet the needs and requirements of its customers and stakeholders. The stormwater activity goals and objectives are:

- Channelization of stormwater flows in a safe and efficient manner;
- Protection of property from impacts of flooding;
- Protection of receiving environments.

This activity contributes to the community outcomes of:

- Sustainable Environment
- Enabling Economy

1.3 Significant Negative Effects

The Stormwater activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social, economic, environmental & cultural - the Stormwater system has the potential to affect community health if existing drainage systems are inadequate and results in flooded houses and properties.

Social, economic, environmental & cultural - Council is aware of the areas where surface flooding occurs and is progressively working towards eliminating these events. However, there will always be localised storm events that will exceed the capacity of any system. Council recognises this potential and endeavours to take all steps to ensure the risk is minimised.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2022/23		
Stormwater system protects property from impacts of flooding.	System adequacy The number of flooding events that occur in a territorial authority district. "Flooding" in this context means stormwater entering a habitable floor	0	Achieved – 0 – No flooding events meeting the criteria (2021/22 Achieved - 0)	Reporting against corporate CRM system. Note: specific category to be set up for flooding – to separate between residential & commercial buildings and include count of habitable floors flooded (residential only).
	For each flooding event, the number of habitable floors affected. (Expressed per 1000 properties connected to the territorial authority's stormwater system.)	0	Achieved – 0 – No flooding events meeting the criteria (2021/22 Achieved – 100% - 0)	
	For each flooding event, the number of buildings in the central business zone affected by flooding.	0	Achieved – 0 – No flooding events meeting the criteria (2021/22 Achieved - 0)	
Discharge Compliance	Compliance with the territorial authority's resource consents for discharge from its stormwater system, measured by the number of: <ul style="list-style-type: none"> Abatement notices Infringement notices Enforcement orders, and Convictions received by the territorial authority in relation to those resource consents.	N/A	Not Applicable (2021/22 Not Applicable)	Council does not hold discharge consents for discharge from its stormwater system.
Response Times	The median response time to attend a flooding event, measured from the time that the territorial authority receives notification to the time that service personnel reach the site.	1 hour	Achieved – 0 – No flooding events meeting the criteria (2021/22 Achieved - 0)	Work order tracking/reporting through Council's Infrastructure asset management system.
Customer Satisfaction	The number of complaints received by a territorial authority about the performance of its stormwater system, expressed per 1000 properties connected to the territorial authority's stormwater system.	<8	Achieved - 0 (2021/22 Achieved – 0)	Reporting against corporate CRM system.

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
<i>Pipework Capacity Increase</i>	Level of Service	\$139,700	\$33,050	Modelling of the network is currently occurring which will identify capacity restraints.
<i>Safety Improvements</i>	Level of Service	\$121,400	\$14,793	Rock armouring of a culvert on Pembroke Road has been deferred due to rising costs and TRC requirements.
<i>Modelling</i>	Level of Service	\$31,000	\$24,637	Modelling of the network is currently occurring which will identify capacity restraints.
<i>Reticulation Renewals</i>	Replacements	\$55,000	\$0	Modelling of the network is currently occurring which will identify capacity restraints.

1.6 Cost of Services Statement

The detailed financial summary for the Stormwater activity is shown below.

Stormwater

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
446	Operating Expenditure	460	437
-	Revenue	-	-
446	Net Cost of Service	460	437
	EXPENDITURE		
68	Operating Costs	50	56
15	Interest	21	23
232	Depreciation	232	232
131	Allocated Overheads	157	126
446	Total Operating Expenditure	460	437
28	Principal Loan Repayments	29	41
69	Capital Expenditure	72	347
543	Total Expenditure	562	825
	FUNDED BY:		
357	UAGC	430	422
33	Transfer from Depreciation Reserves	29	96
-	Depreciation funded from Reserves	23	12
64	Loan Funding - Capital	72	292
5	Other Funding	10	4
459	Total Funding	565	825



Wastewater



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Wastewater (Sewerage)

1.1 What We Do

The Wastewater activity encompasses the planning, provision, operation, maintenance and renewal of wastewater, reticulation and treatment and disposal, and associated infrastructure for the Stratford urban area.

Stratford District Council is responsible for wastewater treatment and reticulation in Stratford Township. The Stratford wastewater system services over 2,500 properties, which is approximately 97 percent of the Stratford urban area. All other dwellings in the district are serviced by on-site wastewater treatment systems.

1.2 Why We Do It

Council has obligations under the Local Government Act 2002, the Health Act 1956 and the Building Act 2004 that outline general duties of a local authority to improve, promote and protect public health through the sanitary and responsible treatment and disposal of wastewater.

The Council provides the Wastewater service to meet the needs and requirements of its customers and stakeholders. The goals and objectives of the Wastewater activity are:

- To collect wastewater from residential, commercial and industrial properties in a safe and efficient manner;
- To dispose of treated wastewater into the receiving environments in an environmentally friendly and sustainable manner in line with all applicable resource consent conditions.
- To facilitate the minimisation of risk and maintenance of public health through the safe disposal of wastewater into the receiving environment;
- To deliver on the agreed customer service levels

This activity contributes to the community outcomes of:

- Sustainable Environment
- Enabling Economy

1.3 Significant Negative Effects

The Wastewater activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social, economic, environmental & cultural - The Wastewater system has the potential to affect community health. Continued efforts are made to ensure that environmental effects are minimised. This is addressed through ongoing improvements to the treatment system which form part of the resource consent.

Social, economic, environmental & cultural - Odour is managed through the resource consent process. The upgrade of the oxidation pond treatment system through increased aeration and screening will further minimise the possibility of odour problems.

Social, economic, environmental & cultural – Periodic failures in the system, such as blockages and overflows are being addressed as a priority and the immediate resolution followed up by root cause investigation to minimise the risk of future recurrence.

Cultural – Historically, the treatment and disposal of wastewater raised cultural concerns, such as the direct disposal of the discharge from the oxidation ponds to the Patea River. These were addressed as part of the consent consultation process and subsequent upgrades. Council will continue to give consideration to cultural aspects as part of future upgrades.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
Wastewater is managed without risk to public health.	System and adequacy - The number of dry weather sewerage overflows from the territorial authority's sewerage system, expressed per 1000 sewerage connections to that sewerage system.	<5	Achieved – 1.11 (2021/22 Achieved – 0.37)	Reporting against corporate CRM system.
	Discharge compliance - Compliance with the territorial authority's resource consents for discharge from its sewerage system measured by the number of <ul style="list-style-type: none"> • Abatement notices • Infringement notices • Enforcement orders; and • Convictions, Received by the territorial authority in relation to those resource consents.	0	Achieved – 0 (2021/22 Achieved – 0)	Consent & compliance documentation.
Fault response times	Where the territorial authority attends to sewerage overflows resulting from a blockage or other fault in the territorial authority's sewerage system, the following median response times measured:			Work order tracking/reporting through Council's Infrastructure asset management system.
	Attendance time: from the time that the territorial authority receives notification to the time that service personnel reach the site; and	1 hour	Not Achieved – 6 hours 17 minutes (2021/22 Not Achieved – 2 hours 21 minutes)	
	Resolution time: from the time that the territorial authority receives notification to the time that service personnel confirm resolution of the blockage or other fault.	8 hours	Not Achieved – 8 hours 7 minutes (2021/22 Achieved – 5 hours 31 minutes)	
		<i>Attendance time measures were not achieved because of two storms which occurred during the financial year. The reported times are cumulative throughout the year, so as there were so many complaints during those storms the response times to each complaint wasn't achieved, as there were only three people attending all complaints during the events.</i>		
		<i>As above and contractor delays and shortage of resource.</i>		
Customer satisfaction	The total number of complaints received by the territorial authority about any of the following: <ul style="list-style-type: none"> • Sewage odour • Sewerage system faults • Sewerage system blockages, and • The territorial authority's response to issues with its sewerage system, Expressed per 1000 connections to the territorial authority's sewerage system.	<5	Not Achieved – 12.59 (2021/22 Not Achieved – 7.4)	Reporting against corporate CRM system.
		<i>This measure was not met as a result of civil property matters.</i>		
Trade Waste complaints response times	Attendance time: from the time that Council receives notification to the time that a Trade Waste Officer arrives on site.	<2 working days	Achieved – 100% (2021/22 Achieved)	Work order tracking/reporting through Assetfinda
Trade Waste consent processing	Percentage of trade waste consent applications processed within 15 working days.	100%	Achieved – 100% 2 out of 2 applications (2021/22 Not Achieved – 50% 1 out of 2 applications)	Authority

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
<i>Pipework Increase</i>	<i>Capacity</i>	\$155,200	\$22,358	The wastewater model which is currently being built will identify capacity constraints.
<i>Step/aerate renewals</i>	<i>treatment</i>	\$31,000	\$50,227	Complete
<i>Infiltration renewals</i>		\$155,200	\$175,549	Complete
<i>Treatment Plant Upgrade</i>		\$0	\$69,486	Complete
<i>Modelling</i>		\$51,700	\$42,105	The wastewater model which is currently being built will identify capacity constraints.
<i>Infiltration Renewals</i>		\$189,400	\$187,491	Complete
<i>Bulk Discharge</i>		\$31,000	\$12,738	One dump station has been rebuilt.

1.6 Cost of Services Statement

The detailed financial summary for Wastewater activity is shown below.

Wastewater (Sewerage)

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
1,001	Operating Expenditure	1,066	1,097
57	Revenue	38	75
944	Net Cost of Service	1,028	1,022
	EXPENDITURE		
312	Operating Costs	322	415
26	Interest	41	45
410	Depreciation	403	393
253	Allocated Overheads	300	245
1,001	Total Operating Expenditure	1,066	1,097
48	Principal Loan Repayments	56	81
235	Capital Expenditure	560	614
1,285	Total Expenditure	1,683	1,792
	FUNDED BY:		
57	Charges for Services	38	75
57	Total Revenue	38	75
979	Targeted Rates	904	896
(44)	Transfer from (to) Reserves	114	100
88	Transfer (to) from Depreciation Reserves	276	332
	Depreciation funded from Reserves	20	20
195	Loan Funding - Capital	310	362
10	Other Funding	20	7
1,285	Total Funding	1,683	1,792



Solid Waste



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Solid Waste (Rubbish and Recycling)

1.1 What We Do

The Solid Waste activity encompasses the planning and provision of solid waste services and the operation, maintenance and renewal of all associated infrastructure.

The Council provides domestic refuse and recycling services to the households in the urban area of Stratford and Midhirst. In addition, it contracts out the operations of a transfer station in Stratford which allows for the disposal of general waste, recycling and green waste. All services are provided by a contractor with all recycling transported to the Materials Recovery Facility in New Plymouth, the general waste transported to the Hawera Transfer Station, consolidated with South Taranaki Districts general waste, then taken to the Bonny Glen landfill in the Rangitikei.

1.2 Why We Do It

The Council provides the Solid Waste service to meet the needs and requirements of its customers and stakeholders. The goals and objectives of the Solid Waste Activity as per the LTP are to ensure that the:

- Levels of waste generated are reducing; and
- waste collection services meet the needs of the community.

This activity contributes to the community outcomes of:

- Sustainable Environment
- Enabling Economy
-

1.3 Significant Negative Effects

The Solid Waste activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social, economic, environmental & cultural - disposal of solid waste to land has inherent negative impacts on the social, environmental and cultural wellbeing. To minimise these impacts, council only sends waste to appropriately consented sites and aims to minimise the volume of waste it sends to landfill by actively seeking further opportunities to increase waste minimisation and diversion.

Social, economic, environmental & cultural - odour, litter and noxious materials originating from historic, closed landfills can have negative impacts on the social, environmental and cultural wellbeing. These effects are controlled and minimised by resource consents and management practices.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
The levels of waste generated are reducing.	Waste to landfill per household (municipal kerbside collection only)	<600KG	Achieved – 472kg (2021/22 Achieved 493kg)	Landfill invoices & transactions.
	Percentage (by weight) of council controlled waste stream that is recycled (municipal kerbside collection only).	>20%	Achieved – 23.3% (2021/22 Achieved 21.5%)	Recycling facility invoices & transactions.
The waste collection service meets the needs of the community.	Percentage of customers satisfied with the service provided.	>80%	Achieved – 83% (2021/22 Achieved 83%)	Annual Residents Survey

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
Transfer Station Building Renewals	Replacements	\$10,300	\$9,621	Complete

1.6 Cost of Services Statement

The detailed financial summary for the Solid Waste activity is shown below.

Solid Waste

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
988	Operating Expenditure	985	1,050
153	Revenue	213	118
835	Net Cost of Service	772	933
	EXPENDITURE		
789	Operating Costs	761	852
20	Interest	25	19
29	Depreciation	28	30
150	Allocated Overheads	171	148
988	Total Operating Expenditure	985	1,050
2	Landfill Aftercare Costs	1	7
36	Principal Loan Repayments	35	35
7	Capital Expenditure	10	10
1,033	Total Expenditure	1,031	1,102
	FUNDED BY:		
153	Charges for Services	213	118
153	Total Revenue	213	118
767	Targeted Rates	903	896
19	UAGC	25	24
36	Transfer (to) from Depreciation Reserves	45	-
51	Transfers from (to) Reserves	(167)	60
6	Other Funding	12	4
1,032	Total Funding	1,031	1,102



Water Supply



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Water Supply

1.1 What We Do

The Water Supply activity encompasses the planning, provision, operation, maintenance and renewal of water treatment and reticulation systems, and all associated infrastructure.

Council operates three urban water supplies servicing the Stratford, Toko and Midhirst townships, with river fed sources for Stratford and Midhirst and a bore supply for Toko.

1.2 Why We Do It

Council has assumed the role of provider of Water Supply to provide all properties in the water supply zones with a constant, safe and sustainable water supply.

The Council provides the Water Supply service to meet the needs and requirements of its customers and stakeholders. The goals and objectives of the Water Supply activity are:

- Water is safe to drink;
- A reliable water supply is provided;
- Water has a pleasant taste and odour;
- Water flow and pressure is appropriate for its intended use; and
- Water supply meets firefighting requirements.

This activity contributes to the community outcomes of:

- Sustainable Environment
- Enabling Economy

1.3 Significant Negative Effects

The Water Supply activity has the potential to negatively impact the social, economic, environmental or cultural well-being of the local community. The most likely significant negative effects from this activity and the mitigation measures in place, are outlined below.

Social & Economic - Failure to meet Drinking Water Standards could have a significant negative impact on the social and economic well-being of its users and the district overall.

Social, economic, environmental & cultural – Discharge of contaminants to air, water or land could have a significant negative impact on the social, economic, environmental and cultural well-being of its users and the district overall.

These negative effects and any controls and mitigation in place have to be balanced against the positive impact the activity has on the social, economic, environmental and cultural well-being of its users and the district overall.

1.4 Statement of Service Provision

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year 2 2022/23		
Water is safe to drink.	The extent to which the local authority's drinking water supply complies with: Part 4 of the drinking water standards (bacterial compliance criteria), and	100%	Stratford – Achieved – 100% Midhurst – Achieved – 100% Toko – Achieved – 100% (2021/22 Stratford – Achieved 100% Midhurst – Achieved 100% Toko – Achieved 100%)	Plant & reticulation performance records in water outlook. Includes water quality sampling programme records as well as any plant non-performances.
	Part 5 of the drinking water standards (protozoal compliance criteria).	100%	Achieved – 100% Midhurst – Achieved – 100% Toko – Achieved – 100% (2021/22 Stratford – Achieved 100% Midhurst – Achieved 100% Toko – Achieved 100%)	Plant & reticulation performance records in water outlook. Includes water quality sampling programme records as well as any plant non-performances.
	Maintenance of the reticulation network - The percentage of real water loss from the local authority's networked reticulation system (including a description of the methodology used to calculate this).	<25%	Achieved Stratford –15.3% Midhurst –17.0% Toko – 8.2% (2021/22 Stratford – Achieved 10.8% Midhurst – Achieved 13.9% Toko – Not Achieved 27.0%)	Calculated annually as per NZWWA Water Loss Guidelines.
A reliable water supply is provided.	Fault Response Times – Where the local authority attends a call-out in response to a fault or unplanned interruption to its networked reticulation system, the following median response times are measured:			
	Attendance for urgent call-outs: from the time that council receives notification to the time that service personnel reach the site.	1 hour	Not Achieved – 2 hours 17 minutes (2021/22 Not Achieved 1 hour 4 minutes)	Work order tracking/reporting through Council's Infrastructure asset management system.
	Resolution of urgent call-outs: from the time that council receives notification to the time the service personnel confirm resolution of the fault or interruption.	8 hours	Not Achieved – 14 hours 17 minutes (2021/22 Achieved 3 hours 12 minutes)	Work order tracking/reporting through Council's Infrastructure asset management system.
	Contractor delays and shortage of resources.			
A reliable water supply is provided.	Attendance for non-urgent call-outs: from the time that council receives notification to the time that service personnel confirm resolution of the fault or interruption	2 working days	Achieved – 1 day, 23 hours 52 minutes (2021/22 Achieved 27 hours 33 minutes)	Work order tracking/reporting through Council's Infrastructure asset management system. Affected property numbers provided via GIS/Asset Management System

Level of Service	Performance Measure	Target	Actual 2020/23	How Measured
		Year 2 2022/23		
A reliable water supply is provided.	Resolution of non-urgent call-outs: from the time that council receives notification to the time the service personnel confirm resolution of the fault or interruption	5 working days	Achieved – 3 days 2 hours 10 minutes (2021/22 Achieved 46 hours 40 minutes)	Work order tracking/reporting through Council's Infrastructure asset management system. Affected property numbers provided via GIS/Asset Management System
	Number of unplanned disruptions: Minor (between 5 and 50 connections affected) *	<6	Not Achieved – 7 (2021/22 Achieved – 3)	Work order tracking/reporting through Council's Infrastructure asset management system. Affected property numbers provided via GIS/Asset Management System
	Major (more than 50 connections affected) *	<3	Achieved - 0 (2021/22 Achieved – 0)	Work order tracking/reporting through Council's Infrastructure asset management system. Affected property numbers provided via GIS/Asset Management System
<i>Main line pipe breaks occurred on Craig St (x3), Regan St, and Fenton St. Smaller breaks on rider mains also occurred.</i>				
Water has a pleasant taste and odour.	Customer Satisfaction - Total number of complaints received for: <ul style="list-style-type: none"> • Drinking water clarity • Drinking water taste • Drinking water odour • Drinking water pressure or flow • Continuity of supply • Council's response to any of these issues expressed per 1000 connections to council's networked reticulation system.	<32	Achieved: - 2.5 (2021/22 Achieved – 7.6)	Reporting against corporate CRM system.
<i>Note: This is understood to be limited to supplied properties within the water supply zones.</i>				
Water has a pleasant taste and odour.	Demand management - The average consumption of drinking water per day per resident within the district (in litres).	<275	Achieved: Stratford – 187.24 Achieved: Midhurst – 143.69 Achieved: Toko – 147.69 (2021/22 Not Achieved – Stratford 346 litres Midhurst 371 litres Toko 265 litres)	Calculated from production records ex SCADA/Water Outlook, deducting commercial users as per water meter records as well as any other non-residential use and losses (as per bench loss), divided by number of residential connections and average number of residents per property.

Level of Service	Performance Measure	Target	Actual 202/23	How Measured
		Year2 2022/23		
Water flow and pressure is appropriate for its intended use.	Water pressure at 50 properties within the water supply zone, including any that have complained about pressure and or flow meets council specifications (flow>10l/min & pressure>350kpa)	100%	Achieved –50 properties tested for water pressure and flow - all passed – 100% <i>(2021/22 Achieved – 100%)</i>	Pressure and flow to be measured at a minimum of 50 properties per annum. Test results recorded by handheld device directly into asset management system against property's point of supply. Where test at tap inside property fails, test will be repeated at point of supply (toby/meter box) to isolate problems with private pipework from public network. Customer is advised if problem with internal plumbing.
Water supply meets firefighting requirements.	Fire hydrants meet NZFS Code of Practice conditions regarding supply.	100%	Achieved – 30 hydrants were tested and all 30 passed the test – 100%. <i>(2021/22 Achieved – 38 hydrants were tested and all 38 passed the test – 100%)</i>	Flow & pressure testing carried out by council contractor and or NZ Fire Service to NZ Fire Fighting Code of Practice standards.

1.5 Projects and Other Programmes

Project	Category	Budget 2022/23	Actual 2022/23	Notes
<i>Water Meter Upgrade – change existing to electronic meters</i>	Level of Service	\$361,400	\$47,613	Some meters have been procured, and installed.
<i>Electronic water reading software</i>	Level of Service	\$0	\$20,415	Complete
<i>Second Trunkmain</i>	Level of Service	\$1,511,100	\$673,612	Complete
<i>Raw water delivery line</i>	Level of Service	\$2,000,000	\$29,465	Final design works ongoing with consultants
<i>Raw water analyser</i>	Level of Service	\$95,000	\$66,770	Equipment purchased but not yet installed
<i>Generator for Water Treatment Plant</i>	Level of Service	\$105,000	\$95,181	Generator purchased, shed construction commenced
<i>Streetwork rider mains</i>	Level of Service	\$301,700	\$301,700	Complete
<i>Laterals</i>	Replacements	\$31,600	\$0	Not required this year.
<i>Stratford Street Work Rider Mains</i>	Replacements	\$263,900	\$355,388	Complete
<i>Infrastructure General – Stratford</i>	Replacements	\$25,800	\$0	Not required this year
<i>Infrastructure General – Midhirst</i>	Replacements	\$3,100	\$0	Not required this year.
<i>Pipe Bridge Renewal</i>	Replacements	\$103,500	\$0	Not required this year.
<i>Infrastructure General – Toko</i>	Replacements	\$1,600	\$0	Not required this year.
<i>Stratford reservoir</i>	Replacements	\$30,000	\$6,867	Unable to get contractor to assess reservoir contamination levels this year.
<i>Midhirst Reservoir</i>	Replacements	\$15,000	\$3,162	Unable to get contractor to assess reservoir contamination levels this year.
<i>Toko Reservoir</i>	Replacements	\$5,000	\$0	Not required this year.
<i>Membranes</i>	Replacements	\$150,000	\$3,956	Membrane procurement ongoing due to unavailability of products.
<i>Meter Replacements</i>	Replacements	\$51,700	\$0	Contract currently being written to upgrade tobies in Stratford.
<i>Midhirst Resource Consent</i>	Replacements	\$103,500	\$0	Iwi are reviewing the assessment reports to determine the need for a cultural impact assessment.
<i>Hydrants</i>	Replacements	\$15,300	\$21,939	Complete.
<i>Toko Bore</i>	Replacements	\$134,500	\$0	Not required this year.
<i>Reservoir overflow to pond</i>	Replacements	\$77,600	\$3,558	Currently creating the scope of the works and design

1.6 Cost of Services Statement

The detailed financial summary for the Water Supply activity is shown below.

Water Supply

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
2,159	Operating Expenditure	2,218	2,160
420	Revenue	489	485
1,739	Net Cost of Service	1,729	1,675
	EXPENDITURE		
754	Operating Costs	643	734
184	Interest	268	212
721	Depreciation	720	725
500	Allocated Overheads	587	490
2,159	Total Operating Expenditure	2,218	2,160
363	Principal Loan Repayments	399	414
3,952	Capital Expenditure	1,651	5,386
6,474	Total Expenditure	4,268	7,961
	FUNDED BY:		
420	Charges for Water Usage	489	485
420	Total Revenue	489	485
1,488	Targeted Rates	1,640	1,624
782	Transfer from Depreciation Reserves	36	36
2,151	Grants - Capital	240	1,025
231	Transfers (to) from Reserves	846	1,323
1,383	Loan Funding - Capital	978	3,453
20	Other Funding	39	14
6,474	Total Funding	4,268	7,961



Council Controlled Organisations



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PERCY THOMSON TRUST

1.1 Background

The Local Government Act 2002 defines entities in which Council has more than a 50% shareholding, or the ability to appoint more than 50% of the directors, as Council Controlled Organisations. The Stratford District Council has one organisation that meets these criteria and is therefore a Council Controlled Organisation; the Percy Thomson Trust.

The Trust was established to fulfil the wishes and bequest of the late Percy Thomson to provide an art gallery, arboretum and herbarium. There are to be a minimum of six trustees and a maximum of seven on the trust and less than 50% of the trustees can come from elected representatives.

1.2 Nature and Scope of Activities

The Percy Thomson Gallery is located in Prospero Place and provides a total display area of 178m². The arboretum has been established at Cloten Road, and the herbarium is a 'virtual' asset that can be found at www.taranakiplants.net.nz.

The Trust Deed sets out the objectives of the Trust and the key points are:

- to manage and promote the facilities.
- to establish exhibition programmes and education policies.
- encouraging public enjoyment and utilisation of Trust facilities and collections.
- to care for any art collections loaned.
- to look at ways of raising revenue.

Council provides administration services to the Trust.

1.3 Why We Do It

The Percy Thomson Trust contributes to the community outcomes by providing for the cultural requirements of the District.

1.4 Performance Measures

Level of Service	Performance Measure	Target	Actual 2022/23	How Measured
		Year2 2022/23		
Delivery of art exhibitions	Deliver proposed art exhibitions which will include at least 1 local, 1 regional and 1 National.	Deliver proposed art exhibitions which will include local, regional and at least 1 National.	<p>Achieved <i>Art exhibitions that were delivered throughout the year included the following:</i> National – 1. The Adam Portraiture Award 2. <i>Don't Judge a Book by its Cover</i> Regional – 1. Freed Up in Lockdown 2. Professional Weavers 3. <i>Kahui Mareikura - Indigenous Sisters</i> Local – 1. Emergence - Award for Young Taranaki Artists 2. Taranaki Arts Trail 3. Stratford Art Society 4. <i>Creative Fibre</i></p> <p>(2021/22 Achieved)</p>	Art Gallery Records
	Number of visitors to the Gallery to be not less than 20,000 per year	>20,000	<p>Not Achieved – 18,684 (2021/22 Not Achieved – 14,646)</p>	Door Count
Development and maintenance of arboretum	Develop and maintain the arboretum to the standards in the Facilities Management Contract.	Develop and maintain the arboretum to the standards in the Facilities Management Contract.	<p>Achieved Note: The arboretum has been maintained by Stratford District Council on behalf of the Trust, and meets the standards as set out in the Facilities Management Contract between Stratford District Council and its contractors. The planting programme was also maintained, and continued on in conjunction with the plantings/replacement of native trees. (2021/22 Achieved)</p>	Council Records
Delivery of Herbarium	Develop and maintain the relationship with the New Zealand Plant Conservation Network	Develop and maintain the relationship with the New Zealand Plant Conservation Network	<p>Not Achieved Note: The Trust are in the process of becoming a member of the New Zealand Plant Conservation Network, and this will be completed in 2023/24. (2021/22 Not Achieved)</p>	Through annual subscription to the network

1.5 Cost of Services Statement

The Council has agreed to provide an annual grant of no more than one percent of rates to the Trust.

Percy Thomson Trust

Actual 2021/22 \$000		Actual 2022/23 \$000	Budget 2022/23 \$000
288	Operating Expenditure	334	310
73	Revenue	120	139
215	Net Cost of Service	214	171
	-		
	EXPENDITURE		
208	Operating Costs	253	228
80	Depreciation	81	82
288	Total Operating Expenditure	334	310
	-		
	FUNDED BY:		
73	User Charges	120	139
73	Total Revenue	120	139
50	Council Grant	50	50
40	Investment Interest	44	40
49	Gain on revaluation of property, plant and equipment, and sale of financial assets	702	-
76	Transfer from (to) Accumulated Surplus	(582)	81
288	Total Funding	334	310



Financial Statements



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Annual Report 2022-23

Statement of Comprehensive Revenue and Expense for the year ended 30 June 2023

	Note	Council			Group	
		Actual	Budget	Actual	Actual	Actual
		2022/23	2022/23	2021/22	2022/23	2021/22
		\$000	\$000	\$000	\$000	\$000
Revenue						
Rates Revenue	4	15,040	14,845	14,192	15,040	14,192
Subsidies and Grants	5	8,829	8,521	11,618	8,874	11,631
Development and Financial Contributions		97	-	300	97	300
Fees and Charges		2,628	2,820	2,399	2,653	2,439
Interest Revenue	9	419	232	222	463	262
Gains on property, plant and equipment	6	2	-	4	2	4
Other Gains		-	-	-	29	49
Sundry Revenue	5	126	53	194	126	194
Total Revenue	5	27,141	26,470	28,929	27,284	29,071
Expenses						
Personnel Costs	7	5,562	4,780	4,854	5,683	4,971
Depreciation and Amortisation	15 & 16	5,859	5,608	5,511	5,940	5,591
Other expenses	8	11,598	10,307	10,235	11,660	10,255
Finance Costs	9	951	735	552	951	552
Total Expenses		23,970	21,431	21,152	24,233	21,369
SURPLUS/(DEFICIT) BEFORE TAX		3,171	5,039	7,777	3,051	7,702
Income Tax Expense	10	-	-	-	-	-
SURPLUS/(DEFICIT) AFTER TAX		3,171	5,039	7,777	3,051	7,702
Other Comprehensive Revenue and Expense						
<i>Items that will not be reclassified to surplus / (deficit)</i>						
Fair value movement of listed and unlisted shares	21	53	-	(135)	53	(135)
Property, Plant and Equipment Revaluations	21	7,242	1,341	54,587	7,944	54,587
Total Other Comprehensive Revenue and Expense		7,295	1,341	54,452	7,997	54,452
Total Comprehensive Revenue and Expense		10,466	6,380	62,229	11,047	62,154
Total Comprehensive Revenue and Expense attributable to:						
Stratford District Council		10,466	6,380	62,229	11,047	62,154
		10,466	6,380	62,229	11,047	62,154
<p><i>The accompanying notes form part of these financial statements.</i> <i>Explanations of significant variances against budget are provided in note 29.</i></p>						

Statement of Financial Position as at 30 June 2023

	Note	Council			Group	
		Actual	Budget	Actual	Actual	Actual
		2022/23	2022/23	2021/22	2022/23	2021/22
		\$000	\$000	\$000	\$000	\$000
Assets						
Current Assets						
Cash and Cash Equivalents	11	615	2,420	3,409	692	3,684
Short Term Deposits	11	5,000	6,000	7,000	5,350	7,250
Receivables	12	2,594	1,699	1,687	2,618	1,691
Inventories	13	-	820	-	-	-
Prepayments		172	-	64	172	72
Other Financial Assets	14	82	-	40	112	65
Total Current Assets		8,463	10,939	12,200	8,944	12,762
Non-Current Assets						
Receivables	12	15	-	37	15	37
Property, Plant and Equipment	15	462,780	409,057	448,236	465,319	450,065
Intangible Assets	16	500	-	452	500	452
Other Financial Assets	14	8,423	8,276	8,253	8,820	8,680
Total Non-Current Assets		471,718	417,333	456,978	474,654	459,234
Total Assets		480,181	428,272	469,178	483,598	471,996
Liabilities						
Current Liabilities						
Payables and deferred revenue	17	4,207	4,541	5,213	4,234	5,222
Provisions	18	7	7	7	7	7
Employee entitlements	19	322	243	282	329	287
Borrowings	20	6,000	3,302	8,500	6,000	8,500
Total Current Liabilities		10,536	8,093	14,002	10,570	14,016
Non-Current Liabilities						
Provisions	18	7	11	13	7	13
Employee entitlements	19	-	52	-	-	-
Borrowings	20	27,700	29,719	23,700	27,700	23,700
Total Non-Current Liabilities		27,707	29,782	23,713	27,707	23,713
Total Liabilities		38,243	37,875	37,715	38,277	37,729
Equity						
Accumulated Funds	21	201,080	246,568	197,109	202,553	198,703
Reserves	21	240,856	143,829	234,354	242,767	235,564
Total Equity Attributable to Stratford District Council		441,936	390,397	431,463	445,320	434,267
Total Liabilities & Equity		480,181	428,272	469,178	483,598	471,996
<i>The accompanying notes form part of these financial statements.</i>						
<i>Explanations of significant variances against budget are provided in note 29.</i>						

Statement in Changes of Equity For the Year Ended 30 June 2023

	Council			Group	
	Actual	Budget	Actual	Actual	Actual
	2022/23	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000	\$000
Balance at 1 July					
Accumulated Funds	197,109	197,746	189,944	198,703	191,609
Revaluation of financial assets at fair value through other comprehensive revenue and expense	(536)	-	(401)	(536)	(401)
Reserves / Special Funds	8,524	8,370	7,911	8,524	7,911
Asset Revaluation Reserves	226,366	177,779	171,779	227,573	172,986
Total Equity - Opening Balance	431,463	383,895	369,233	434,267	372,105
Changes in Equity					
Accumulated Funds	3,964	4,947	7,165	3,844	7,091
Revaluation of financial assets at fair value through Other Comprehensive Revenue and Expense	53	-	(135)	53	(135)
Reserves / Special Funds	(793)	214	612	(793)	612
Revaluation reversal of buildings disposed of during year	-	-	-	-	-
Asset Revaluation Reserves	7,242	1,341	54,587	7,944	54,587
Total Comprehensive Revenue and Expense	10,466	6,502	62,229	11,048	62,155
Closing Balance					
Accumulated Funds	201,080	202,693	197,109	202,553	198,703
Revaluation of financial assets at fair value through other comprehensive revenue and expense	(483)	-	(536)	(483)	(536)
Reserves / Special Funds	7,731	8,584	8,524	7,731	8,524
Asset Revaluation Reserves	233,608	179,120	226,366	235,517	227,573
Total Equity - Closing Balance	441,936	390,397	431,463	445,320	434,267
<i>The accompanying notes form part of these financial statements.</i>					

Statement of Cashflows For the Year Ended 30 June 2023

	Note	Council			Group	
		Actual	Budget	Actual	Actual	Actual
		2022/23	2022/23	2021/22	2022/23	2021/22
		\$000	\$000	\$000	\$000	\$000
Cash Flows from Operating Activities						
Rates Revenue		15,053	14,844	14,050	15,053	14,050
Interest Received		419	232	222	460	311
Dividends Received		21	-	17	21	17
Development and Financial Contributions		97	-	300	97	300
Subsidies, Grants and Donations		7,898	8,521	11,618	7,945	11,631
Residential section sales and sale of house		-	-	-	-	-
User Charges and Sundry Revenue		2,568	2,873	4,055	2,615	4,088
Regional Council Rates		1,192	-	1,090	1,192	1,090
Payments to Suppliers and Employees		(18,116)	(15,094)	(14,114)	(18,279)	(14,256)
Interest Paid		(951)	(614)	(552)	(951)	(552)
Goods and Services Tax (net)		133	-	90	125	90
Regional Council Rates		(1,192)	-	(1,090)	(1,192)	(1,090)
Net Cash from Operating Activities		7,122	10,762	15,686	7,086	15,679
Cash Flows from Investing Activities						
Proceeds from Sale of Property, Plant and Equipment		-	-	-	-	-
Proceeds from Sale of Investments		7,000	-	6,000	7,000	6,150
Purchase of Property, Plant & Equipment		(13,417)	(17,415)	(24,396)	(13,503)	(24,396)
Acquisition of Investments		(5,000)	-	(7,137)	(5,075)	(7,137)
Net Cash from Investing Activities		(11,417)	(17,415)	(25,533)	(11,578)	(25,383)
Cash Flows from Financing Activities						
Proceeds from Borrowings		10,000	6,221	10,000	10,000	10,000
Repayment of Borrowings (Loans)		(8,500)	-	-	(8,500)	-
Net Cash from Financing Activities		1,500	6,221	10,000	1,500	10,000
Net (Decrease)/Increase in Cash, Cash						
Equivalents and Bank Overdrafts		(2,794)	(432)	153	(2,992)	296
Cash, Cash Equivalents and Bank Overdrafts at the Beginning of the Year		3,409	2,852	3,256	3,684	3,388
Cash, Cash Equivalents and Bank Overdrafts at the End of the Year	11	615	2,420	3,409	692	3,684
<p>The GST (net) component of operating activities reflects the net GST paid and received with the Inland Revenue Department. The GST (net) component has been presented on a net basis, as the gross amounts do not provide meaningful information for financial statement purposes.</p> <p><i>The accompanying notes form part of these financial statements.</i></p>						

Notes to Financial Statements

Note 1

Reporting Entity

The financial statements of the Stratford District Council are for the year ended 30 June 2023.

The Stratford District Council (Council) is a territorial local authority governed by the provisions of the Local Government Act 2002 (the Act) and is domiciled in New Zealand.

The primary objective of Council is to provide services or goods for the community for social benefit rather than making a financial return. Accordingly, having regard to the criteria set out in the PBE IPSAS, as a defined public entity under the Public Audit Act 2001, the Council is audited by the Auditor-General and is classed as a Public Sector Benefit Entity (PBE) for financial reporting purposes. Council has designated itself as a Tier 2 entity.

The operations of Council have been divided into the following activities:

- Recreation and Facilities
- Democracy
- Community Development
- Environmental Services
- Rooding
- Stormwater
- Wastewater (Sewerage)
- Solid Waste
- Water Supply

The group consist of the ultimate parent, Stratford District Council and its subsidiary Percy Thomson Trust (thereafter "the group"). The Council has designated itself and the group as a public benefit for financial reporting purposes and in complying with generally accepted accounting practice (GAAP).

The financial statements of the Council and Group are for the year ended 30 June 2023 and were authorised for issue by Council on XX XXXX 2023.

Measurement Base

The measurement base adopted is that of historical cost, modified by the revaluation of certain assets.

Note 2 Statement of Accounting Policies for the year ending 30 June 2023

The following accounting policies which materially affect the measurement of results and financial position have been applied consistently to the year ended 30 June 2023 unless otherwise stated.

Summary of significant accounting policies

Significant accounting policies are included in the notes to which they relate.

Significant accounting policies that do not relate to a specific note are outlined below.

Basis of preparation of the financial statements

The financial statements of the Council and group have been prepared in accordance with the requirements of the LGA and Local Government (Financial Reporting and Prudence) Regulations 2014 (LG(FRP)R), which include the requirement to comply with New Zealand generally accepted accounting practice (NZ GAAP).

The financial statements have been prepared in accordance with and comply with Public Benefit Entity Standards Reduced Disclosure Regime (PBE Standards RDR) and disclosure concessions have been applied. The Council is eligible and has elected to apply the PBE Standards RDR because its expenses are less than \$30 million and it does not have public accountability as defined by XRB A1 Application of the Accounting Standards Framework.

Although council is not publicly accountable, Council has included a separate Cost of Services Statement for each significant activity.

The functional currency of the Council and the group is New Zealand dollars. The investment in subsidiary (Percy Thomson Trust) is at cost, amounting to \$100, in the Council's parent entity financial statement.

The financial statements have been prepared on a going concern basis and the accounting policies have been applied consistently throughout the period.

Basis of Consolidation

The consolidated financial statements are prepared by adding together like items of assets, liabilities, equity, revenue, and expenses of entities in the group on a line-by-line basis. All intragroup balances, transactions, revenues and expenses are eliminated on consolidation. The Council consolidates in the Group financial statement all entities being only the Percy Thomson Trust.

The consolidated financial statements are prepared using uniform accounting policies for like transactions and other events in similar circumstances. The consolidation of an entity begins from the date when the council obtains control of the entity and ceases when the council loses control of the entity.

Control over an entity is determined when the council has exposure, or rights, to variable benefits from its involvement with the entity and has the ability to affect the nature or amount of those benefits through its power over the other entity. The council considers all relevant facts and circumstances in assessing whether it has power over another entity. For example, the ability to appoint or remove a majority of the entity's governance and management, binding arrangements the council enters into, group voting rights, and pre-determination mechanisms. The council reassesses whether or not it controls another entity if facts and circumstances change.

Presentation Currency and Rounding

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest thousand dollars (\$000), other than the remuneration, severance payment and District Licensing Committee disclosures in Notes 25, 26 and 30 respectively. These disclosures are rounded to the nearest dollar.

Goods and Services Tax (GST)

All items in the financial statements are exclusive of GST, except for receivables and payables which are stated as GST inclusive. When GST is not recoverable as an input tax, it is recognised as part of the related asset or expense.

The net amount of GST recoverable from, or payable to, the Inland Revenue Department (IRD) is included as part of receivables or payables in the statement of financial position.

The net GST paid to, or received from the IRD, including the GST relating to investing and financing activities, is classified as an operating cashflow in the Statement of Cashflows.

Commitments and contingencies are disclosed exclusive of GST.

Budget Figures

The budget figures are those approved by the council in its 2022/23 Annual Plan. The budget figures have been prepared in accordance with GAAP, using accounting policies that are consistent with those adopted by the council in preparing these financial statements.

Critical Accounting Estimates and Assumptions

In preparing these financial statements Council has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and judgements are continually evaluated and are based on historical experience and other factors that are believed to be reasonable under the circumstances.

As operator of the urban and rural landfills in the district, Council has a legal obligation to provide ongoing maintenance and monitoring services at the landfill sites after closure.

To provide for the estimated cost of aftercare, a provision has been created, and a charge is made each year based on the estimated value of restoration works over the number of years Council is required to maintain these sites.

A number of assumptions and estimates are used when performing depreciated replacement cost valuations over infrastructural assets. These include:

- The physical condition of the asset. This is particularly so for those assets which are not visible, for example stormwater, wastewater and water supply pipes that are underground. This risk is minimised by Council performing physical inspections and condition modelling assessments of underground assets.
- Estimating any obsolescence or surplus capacity of any asset.
- The remaining useful life over which the asset will be depreciated. These estimates can be impacted by local conditions, for example weather patterns and traffic growth. If useful lives do not reflect the actual consumption of the benefits of the asset, Council could be over or underestimating the depreciation charge recognised in the Statement of Comprehensive Revenue and Expense. To minimise this risk useful lives are determined with reference to the NZ Infrastructural Asset Valuation and Depreciation guidelines published by the National Asset Management Steering Group. Asset inspections and condition modelling are also carried out regularly as part of Council's asset management planning activities.

The replacement cost of an asset is based on recent construction contracts in the region for modern equivalent assets, from which unit rates are determined. Unit rates have been applied to components of the network based on size, material, depth and location.

Critical Judgements in Applying Accounting Policies

Management has exercised the following critical judgements in applying accounting policies for the year ended 30 June 2023:

Classification of property:

The Council owns a number of properties held to provide housing to pensioners. The receipt of market-based rental from these properties is incidental to holding them. The properties are held for service delivery objectives as part of the Council's social housing policy. The properties are therefore accounted for as property, plant, and equipment rather than as investment property.

Changes in Accounting Policies

There were no changes in the accounting policies.

Note 3 Summary of Cost of Services

Accounting Policy

The Cost of Service Statements report the net cost of services for significant activities of Council, and are represented by the costs of providing the service less all revenue that can be allocated to these activities.

Cost Allocation

The Cost of Service Statements reflect the full cost of significant activities, by including direct costs, internal transfers, depreciation and indirect costs (overheads) allocated on the 'step' method, based on hours of service supplied to each activity.

'Direct Costs' are those costs directly attributable to a significant activity.

'Indirect Costs' are those costs which cannot be identified in an economically feasible manner with a specific significant activity.

There have been no changes to cost allocation methodology this year.

FUNCTION	Revenue		Expenditure		Net Actual	Net Budget	Actual
	Actual \$000	Budget \$000	Actual \$000	Budget \$000	2022/23 \$000	2022/23 \$000	2021/22 \$000
Recreation and Facilities							
Aerodrome	25	27	121	101	96	74	82
Civic Amenities	65	52	1,033	1,017	968	965	924
Pensioner Housing	66	79	161	143	95	63	43
Library	15	14	768	691	753	677	740
Parks and Reserves	8	9	929	757	921	748	812
Cemeteries	138	104	211	187	74	83	59
TSB Pool Complex	355	241	2,558	1,487	2,204	1,246	1,119
Sub-Total	672	526	5,781	4,383	5,110	3,856	3,779
Democracy							
Democracy	37	-	1,334	1,243	1,297	1,243	1,233
Corporate Support	131	85	3	-	(128)	(85)	(102)
Sub-Total	168	85	1,337	1,243	1,169	1,158	1,131
Community Development							
Economic Development	-	-	564	598	564	598	600
Community Services	36	34	688	437	652	404	586
Council Projects	-	-	31	-	31	-	-
Information Centre	62	39	217	287	155	248	164
Farm Investment	638	489	481	385	(157)	(104)	(290)
Holiday Park	3	3	3	2	(1)	(1)	(1)
Rental Properties	35	36	67	69	32	33	35
Sub-Total	773	601	2,051	1,778	1,277	1,178	1,093
Environmental Services							
Building Control	458	433	944	994	486	561	521
Dog Control	123	145	220	210	97	65	59
District Plan	-	-	209	208	209	208	161
Resource Consents	120	121	321	240	201	119	144
Bylaws	(15)	1	135	142	150	141	144
Environmental Health	33	31	197	166	164	135	131
Liquor Licensing	30	34	136	109	106	75	76
Sub-Total	749	765	2,163	2,069	1,414	1,304	1,236
Civil Defence and Emergency Management							
Civil defence and emergency management	-	-	316	343	316	343	362
Sub-Total	-	-	316	343	316	343	362
Roading	6,406	5,322	7,474	6,370	1,068	1,047	1,953
Business Unit	403	400	294	380	(109)	(20)	(73)
Sub-Total	6,809	5,722	7,768	6,750	959	1,027	1,880
Stormwater							
Stormwater	-	-	460	437	460	437	446
Sub-Total	-	-	460	437	460	437	446
Wastewater (Sewerage)							
Wastewater (Sewerage)	38	75	1,066	1,097	1,028	1,022	945
Sub-Total	38	75	1,066	1,097	1,028	1,022	945
Solid Waste							
Solid Waste	213	118	985	1,050	772	932	835
Sub-Total	213	118	985	1,050	772	932	835
Water Supply							
Water Supply	489	485	2,218	2,160	1,729	1,675	1,739
Sub-Total	489	485	2,218	2,160	1,729	1,675	1,739
Total Activity Revenue & Expenditure	9,912	8,377	24,145	21,307	14,233	12,932	13,445
Plus: General Rates & UAGC	8,093	7,848	-	-	(8,093)	(7,848)	(7,410)
Plus: Targeted Rates	6,583	6,511	-	-	(6,583)	(6,511)	(6,483)
Total Revenue and Operating Expenditure	24,587	22,736	24,145	21,307	(442)	(1,427)	(448)

Each significant activity is stated gross of internal costs and revenues and excludes general and targeted rates attributable to activities (refer to note 4).

In order to fairly reflect the total external operations for the Council in the Statement of Comprehensive Revenue and Expense, these transactions are eliminated as shown above.

Note 4 Rates Revenue

Accounting Policy

The following policies for rates have been applied:

- Revenue is measured at fair value.
- General rates, targeted rates (excluding water-by-meter), and uniform annual general charges are recognised at the start of the financial year to which the rates resolution relates. They are recognised at the amounts due. The Council considers the effect of payment of rates by instalments is not sufficient to require discounting of rates receivables and subsequent recognition of interest revenue.
- Rates arising from late payment penalties are recognised as revenue when rates become overdue
- Revenue from water-by-meter rates is recognised on an accrual basis based on usage. Unbilled usage, as a result of unread meters at year end, is accrued on an average usage basis.
- Rate remissions are recognised as a reduction of rates revenue when the Council has received an application that satisfies its rates remission policy.
- Rates collected on behalf of the Taranaki Regional Council (TRC) are not recognised in the financial statements, as the Council is acting as an agent for the TRC.

	Council and Group Actual 2022/23 \$000	Council and Group Actual 2021/22 \$000
General rates	7,961	7,307
Targeted rates attributable to activities:		
- metered water supply	489	420
- other water rates - uniform annual charge	1,640	1,488
- wastewater - uniform annual charge	904	979
- solid waste - uniform annual charge	903	767
- roading	3,117	3,231
- community halls	18	19
Rate penalties	131	102
Less rates remissions	(125)	(121)
Total rates	15,040	14,192
<p>Council is required by the LGFA Guarantee and Indemnity Deed to disclose in its financial statements (or notes) its annual rates revenue. That Deed defines annual rates revenue as an amount equal to the total revenue from any funding mechanism authorised by the Local Government (Rating) Act 2002 together with any revenue received by Council from other local authorities for services provided by Council for which those other local authorities rate. The annual rates income of the Council for the year ended 30 June 2023 for the purposes of the LGFA Guarantee and indemnity Deed disclosure is shown below:</p>		
	Council and Group Actual 2022/23 \$000	Council and Group Actual 2021/22 \$000
Total Rates	15,040	14,192

Non-Rateable Land

Under the Local Government (Rating) Act 2002 certain properties cannot be rated for general rates. This includes schools, places of religious worship, public gardens and reserves. These non-rateable properties, where applicable, may be subject to targeted rates in respect of sewerage, water and refuse. Non-rateable land does not constitute a remission under Stratford District Council's rates remission policy.

Rates are "written-off":

- when remitted in accordance with the Council's rates remission policy; and
- in accordance with the write-off criteria of sections 90A (where rates cannot be reasonably recovered) and 90B (in relation to Māori freehold land) of the Local Government (Rating) Act 2002.

Note 5 Other Revenue

Accounting Policy

Revenue is measured at fair value. The specific accounting policies for significant revenue items are explained below:

Development and Financial Contributions

Development and financial contributions are recognised as revenue when the Council provides, or is able to provide, the service for which the contribution was charged. Otherwise, development and financial contributions are recognised as liabilities until such time as the Council provides, or is able to provide, the service.

Waka Kotahi (New Zealand Transport Agency) roading subsidies

The Council receives funding assistance from Waka Kotahi, which subsidises part of the costs of maintenance and capital expenditure on the local roading infrastructure. The subsidies are recognised as revenue upon entitlement, as conditions pertaining to eligible expenditure have been fulfilled.

Other grants received

Other grants are recognised as revenue when they become receivable unless there is an obligation in substance to return the funds if conditions of the grant are not met. If there is such an obligation, the grants are initially recorded as grants received in advance and recognised as revenue when conditions of the grant are satisfied.

Building and Resource Consent revenue

Fees and charges for building and resource consent services are recognised on a percentage completion basis with reference to the recoverable costs incurred at balance date.

Entrance Fees

Entrance fees are fees charged to users of the Council's local facilities, such as the pool. Revenue from entrance fees is recognised upon entry to such facilities.

Transfer Station Fees

Fees for disposing of waste at the Council's landfill are recognised as waste is disposed by users.

Sales of Goods and Commission Sales

Revenue from the sale of goods is recognised when a product is sold to the customer. Commission on exhibition sales and Percy's Place sales is retained by the group, with the remaining proceeds passed onto the seller of the artworks. Revenue includes only amounts received and receivable by the group on its own account, not the amounts collected for the principal. Revenue is recognised when receivable.

Infringement Fees and Fines

Infringement fees and fines mostly relate to traffic and parking infringements and are recognised when the infringement notice is issued. The Council recognises revenue at an amount based on the probability of collecting fines, which is estimated by considering the collection history of fines over the preceding 2 year period.

Vested or Donated Physical Assets

For assets received for no or nominal consideration, the asset is recognised at its fair value when the Council obtains control of the asset. The fair value of the asset is recognised as revenue, unless there is a use or return condition attached to the asset.

For long-lived assets that must be used for a specific use (e.g. land must be used as a recreation reserve), the Council immediately recognises the fair value of the asset as revenue. A liability is recognised only if the Council expects it will need to return or pass the asset to another party.

Interest and Dividends

Interest revenue is recognised using the effective interest method

Dividends are recognised when the right to receive payment has been established. Dividends are recognised in surplus or deficit unless the dividend clearly represents a recovery of part of the cost of the investment.

Sale of Land

Revenue from the Sale of Land is recognised in full when the sale and purchase agreement becomes legally enforceable, as at the date the contract becomes unconditional.

Subsidies and Grants	Council		Group	
	Actual	Actual	Actual	Actual
	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000
Grants - Toi Foundation	-	551	-	551
Grants - Taranaki Electricity Trust	160	981	190	981
Grants - Other	-	-	14	-
Grants - Other capital contributions	-	400	-	400
Wages subsidies	28	26	29	27
Mayors Taskforce for Jobs	277	240	277	240
Creative Communities Funding	-	-	-	12
Provincial Growth Fund / MBIE	2,173	4,898	2,173	4,898
Waka Kotahi (NZTA) Rooding Subsidies	6,193	4,522	6,193	4,522
Total Subsidies and Grants	8,829	11,618	8,874	11,631
There are no unfulfilled conditions and other contingences attached to Waka Kotahi (NZTA) subsidies recognised.				
Sundry Revenue	Council		Group	
	Actual	Actual	Actual	Actual
	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000
Petrol Tax	71	78	71	78
Insurance proceeds	0	16	0	16
Sundry revenue	-	48	-	48
Sundry Corporate Services Revenue	55	52	55	52
Gain from sale of investments	-	-	-	-
Total Sundry Revenue	126	194	126	194
Revenue from Exchange and Non-Exchange Transactions	Council		Group	
	Actual	Actual	Actual	Actual
	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000
Exchange transactions	1,762	1,532	1,811	1,581
Non-exchange transactions	25,379	27,397	25,473	27,489
Total Revenue	27,141	28,928	27,284	29,070

Note 6 Other Gains

	Council		Group	
	Actual	Actual	Actual	Actual
	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000
Gain on Disposal of Property, Plant and Equipment	2	4	2	4
Total Gains	2	4	2	4

Note 7 Personnel Costs**Accounting Policy****Salaries and Wages**

Salaries and wages are recognised as an expense as employees provide services.

Superannuation schemes

Defined contribution schemes - Employer contributions to Kiwisaver are accounted for as defined contribution superannuation schemes and are expensed in the surplus or deficit as incurred.

	Council		Group	
	Actual	Actual	Actual	Actual
	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000
Salaries and Wages	5,522	4,815	5,641	4,933
Increase/(Decrease) in Employee Entitlements	40	39	42	38
Total Personnel Costs	5,562	4,854	5,683	4,971

The total paid for defined contribution plan employer contributions was \$210,382 (2021/22: \$127,319), and is included in note 8, under operating expenses.

Note 8 Other Expenses**Accounting Policy****Grant Expenditure**

Non-discretionary grants are those grants that are awarded if the grant application meets the specified criteria and are recognised as expenditure when an application that meets the specified criteria for the grant has been received.

Discretionary grants are those grants where the Council has no obligation to award on receipt of the grant application and are recognised as expenditure when approved by the Council and the approval has been communicated to the applicant. The Council's grants awarded have no substantive conditions attached.

	Council		Group	
	Actual	Actual	Actual	Actual
	2022/23	2021/22	2022/23	2021/22
	\$000	\$000	\$000	\$000
Losses on Disposal and other sundry expenses	246	232	249	232
Insurance premiums	261	189	273	200
Landfill Aftercare Expenses	1	2	1	2
Operating Expenses	11,091	9,812	11,137	9,821
Total Other Expenses	11,598	10,235	11,660	10,255

Note 9 Interest Revenue and Finance Costs

Accounting Policy

Borrowing costs are recognised as an expense in the period in which they are incurred.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Interest Revenue				
Interest on term deposits	419	222	463	262
Total Finance Income	419	222	463	262
Finance costs				
Interest on bank borrowings	951	552	951	552
Total finance costs	951	552	951	552
Net finance costs	(532)	(330)	(488)	(290)

Note 10 Tax

Accounting Policy

Income tax expense includes components relating to current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable profit for the current year, plus any adjustments to income tax payable in respect of prior years.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the financial statements and the corresponding tax bases used in the computation of taxable profit.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable profits will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is not recognised if the temporary difference arises from the initial recognition of goodwill or from the initial recognition of an asset or liability in a transaction that affects neither accounting profit nor taxable profit.

Current tax and deferred tax are measured using tax rates (and tax laws) that have been enacted or substantively enacted at balance date.

Current and deferred tax is recognised against the surplus or deficit for the period, except to the extent that it relates to items recognised in other comprehensive revenue and expense or directly in equity.

Both Council and its subsidiary, the Percy Thomson Trust, are exempt from income tax.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Components of Tax Expense				
Current Tax Expense	-	-	-	-
Adjustments to Current Tax in Prior Years	-	-	-	-
Deferred Tax Expense	-	-	-	-
Tax Expense	-	-	-	-
Relationship Between Tax Expense and Accounting Surplus				
Surplus/(Deficit) Before Tax	3,171	7,777	3,051	7,702
Tax at 28%	888	2,178	854	2,157
Non-deductible Expenses	-	-	-	-
Non-taxable Revenue	(888)	(2,178)	(854)	(2,157)
Tax Expense	-	-	-	-

Note 11 Cash and Cash Equivalents and Short Term Deposits

Accounting Policy

Cash and cash equivalents includes cash on hand, deposits held with banks and other short term investments with maturities of three months or less, and bank overdrafts. Bank overdrafts are shown as a current liability in the statement of financial position. The carrying value of cash at bank and short-term deposits with original maturities less than three months approximates their amortised cost.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Cash at Bank and on Hand	615	2,409	692	2,684
Term Deposits Maturing Three Months or Less from Date of Acquisition	-	1,000	-	1,000
Per Statement of Financial Position and Statement of Cash Flows	615	3,409	692	3,684
Term Deposits Maturing More than Three Months from Date of Acquisition	5,000	7,000	5,350	7,250
Total Cash and Cash Equivalents and Short Term Deposits	5,615	10,409	6,042	10,934
Refer to note 14 for weighted average effective interest rate for term deposits				

Note 12 Receivables

Accounting Policy

Debtors and other receivables are initially measured at fair value and subsequently measured at amortised cost, less any provision for impairment.

The Council and group apply the simplified ECL model of recognising lifetime ECL for receivables. In measuring ECLs, receivables have been grouped into rates receivables, and other receivables, and assessed on a collective basis as they possess shared credit risk characteristics. They have then been grouped based on the days past due. A provision matrix is then established based on historical credit loss experience, adjusted for forward looking factors specific to the debtors and the economic environment. Receivables, other than rates, are written-off when there is no reasonable expectation of recovery.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Current Portion				
Rates Receivables	575	369	575	369
Other Receivables	1,829	1,128	1,853	1,132
Other Miscellaneous Debtors	190	190	190	190
Receivables prior to impairment	2,594	1,687	2,618	1,691
Less Provision for Impairment	-	-	-	-
Total Current Portion of Receivables	2,594	1,687	2,618	1,691
Non-Current Portion				
Other Receivables	15	37	15	37
Total Non-Current Portion of Receivables	15	37	15	37
Total Receivables	2,609	1,724	2,633	1,728
Total Receivables Comprise:				
<i>Receivables from non-exchange transactions</i>				
Rates receivables	575	369	575	369
Other receivables from non-exchange transactions	1,857	1,222	1,881	1,226
Total receivables from non-exchange transactions	2,432	1,591	2,456	1,595
<i>Receivables from exchange transactions</i>				
Other receivables from exchange transactions	177	133	177	133
Total receivables from exchange transactions	177	133	177	133
The Chief Executive approved the write-off of rates receivables during the year under the Local Government (Rating) Act 2002 as follows:				
- Section 90A:\$Nil (2022:Nil)				
- Section 90B:\$Nil (2022:Nil)				

Note 13 Inventories

Accounting Policy

Inventories are held for distribution for use in the provision of goods and services. The measurement of inventories depends on whether the inventories are held for commercial or non-commercial (distribution at no charge or a nominal charge) distribution or use. Inventories are measured as follows:

- Non-commercial: measured at cost, adjusted for any loss of service potential.
- Commercial: measured at the lower of cost and net realisable value. .

Cost is allocated using the first-in-first-out (FIFO) method, which assumes the inventories that were purchased first are distributed or used first.

Inventories acquired through non-exchange transactions are measured at fair value at the date of acquisition.

Any write-down from cost to net realisable value or for the loss of service potential is recognised in surplus or deficit in the year of the write-down.

When land held for development and future resale is transferred from investment property/property, plant and equipment to inventory, the fair value of the land at the date of the transfer is its deemed cost.

Costs directly attributable to the developed land are capitalised to inventory, with the exception of infrastructural asset costs, which are capitalised to property, plant and equipment.

The write-down of inventory during the year was NIL (2021/22: NIL). There have been no reversals of write-downs (2022: NIL). No inventory is pledged as security for liabilities.

Note 14 Other Financial Assets

Accounting Policy

Financial assets (other than shares in subsidiaries) are initially recognised at fair value.

Purchases and sales of financial assets are recognised on trade-date, the date on which the Council commits to purchase or sell the asset. Financial assets are derecognised when the rights to receive cash flows from the financial assets have expired or have been transferred and the Council has transferred substantially all the risks and rewards of ownership.

Financial assets are classified into the following categories for the purpose of measurement:

- fair value through surplus or deficit (FVTSD);
- amortised cost; and
- fair value through other comprehensive revenue and expense (FVTOCRE).

The classification of a financial asset depends on the purpose for which the instrument was acquired. Transaction costs are included in the carrying value of the financial asset at initial recognition, unless it has been designated at FVTSD, in which case it is recognised in surplus or deficit.

The classification of a financial asset depends on its cash flow characteristics and the Council and group's management model for managing them. A financial asset is classified and subsequently measured at amortised cost if it gives rise to cash flows that are 'solely payments of principal and interest (SPPI)' on the principal outstanding, and is held within a management model whose objective is to collect the contractual cash flows of the asset.

A financial asset is classified and subsequently measured at FVTOCRE if it gives rise to cash flows that are SPPI and held within a management model whose objective is achieved by both collecting contractual cash flows and selling financial assets.

Financial assets that do not meet the criteria to be measured at amortised cost or FVTOCRE are subsequently measured at FVTSD. However, the Council and group may elect at initial recognition to designate an equity investment not held for trading as subsequently measured at FVTOCRE.

Initial recognition of concessionary loans

Loans made at nil or below-market interest rates are initially recognised at the present value of their expected future cash flows, discounted at the current market rate of return for a similar financial instrument. For loans to community organisations, the difference between the loan amount and present value of the expected future cash flows of the loan is recognised in surplus or deficit as a grant expense.

Subsequent measurement of financial assets at amortised cost

Financial assets classified at amortised cost are subsequently measured at amortised cost using the effective interest method, less any expected credit losses. Where applicable, interest accrued is added to the investment balance. Instruments in this category include term deposits, community loans, and loans to subsidiaries and associates.

Subsequent measurement of financial assets at FVTOCRE

Financial assets in this category that are debt instruments are subsequently measured at fair value with fair value gains and losses recognised in other comprehensive revenue and expense, except expected credit losses (ECL) and foreign exchange gains and losses are recognised in surplus or deficit. When sold, the cumulative gain or loss previously recognised in other comprehensive revenue and expense is reclassified to surplus and deficit. The Council and group do not hold any debt instruments in this category.

Financial assets in this category that are equity instruments designated as FVTOCRE are subsequently measured at fair value with fair value gains and losses recognised in other comprehensive revenue and expense. There is no assessment for impairment when fair value falls below the cost of the investment. When sold, the cumulative gain or loss previously recognised in other comprehensive revenue and expense is transferred to accumulated funds within equity. The Council and group designate into this category all equity investments that are not included in its investment fund portfolio, and if they are intended to be held for the medium to long-term.

Subsequent measurement of financial assets at FVTSD

Financial assets in this category are subsequently measured at fair value with fair value gains and losses recognised in surplus or deficit.

Interest revenue and dividends recognised from these financial assets are separately presented within revenue.

Instruments in this category include the Council and group's investment fund portfolio (comprising of listed shares, bonds, and units in investment funds).

Expected credit loss allowance (ECL)

The Council and group recognise an allowance for ECLs for all debt instruments not classified as FVTSD. ECLs are the probability-weighted estimate of credit losses, measured at the present value of cash shortfalls, which is the difference between the cash flows due to Council and group in accordance with the contract and the cash flows it expects to receive. ECLs are discounted at the effective interest rate of the financial asset.

ECLs are recognised in two stages. ECLs are provided for credit losses that result from default events that are possible within the next 12 months (a 12-month ECL). However, if there has been a significant increase in credit risk since initial recognition, the loss allowance is based on losses possible for the remaining life of the financial asset (Lifetime ECL).

When determining whether the credit risk of a financial asset has increased significantly since initial recognition, the Council and group considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analysis based on the Council and group's historical experience and informed credit assessment and including forward-looking information.

The Council and group considers a financial asset to be in default when the financial asset is more than 90 days past due. The Council and group may determine a default occurs prior to this if internal or external information indicates the entity is unlikely to pay its credit obligations in full.

	Interest Rate	Council		Group	
		Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Current Portion					
Bonds and Other Investments		-	-	30	25
LGFA Borrowers Notes					
Maturity April 2023	1.15%	-	16	-	16
Maturity May 2023	3.06%	-	24	-	24
Maturity August 2023	3.72%	25	-	25	-
Maturity April 2024	0.74%	25	-	25	-
Maturity May 2024	2.13%	32	-	32	-
Total Current Portion		82	40	112	65
Non-current Portion					
Bonds and Other Investments		-	-	397	427
LGFA Borrowers Notes					
Maturity April 2024	0.74%	-	25	-	25
Maturity May 2024	2.13%	-	32	-	32
Maturity April 2025	2.98%	32	32	32	32
Maturity April 2025	3.82%	100	-	100	-
Maturity December 2025	0.64%	93	93	93	93
Maturity April 2026	1.62%	16	16	16	16
Maturity April 2026	1.27%	25	25	25	25
Maturity April 2027	3.25%	24	24	24	24
Maturity April 2027	0.98%	16	16	16	16
Maturity April 2027	3.82%	50	50	50	50
Maturity April 2028	3.91%	50	50	50	50
Maturity May 2028	1.72%	25	25	25	25
Maturity May 2028	3.82%	25	-	25	-
Maturity May 2028	5.07%	25	-	25	-
Maturity May 2029	5.07%	25	-	25	-
Maturity May 2031	3.95%	50	50	50	50
Maturity December 2032	1.47%	87	88	87	88
Community Loan - Stratford A & P Association		7,180	7,180	7,180	7,180
Listed Shares		600	547	600	547
Total Non-current Portion		8,423	8,253	8,820	8,680
Total Other Financial Assets		8,505	8,293	8,932	8,745
<i>Impairment</i>					
There were no impairment provisions for other financial assets. At balance date, none of these financial assets are either past due or impaired.					
<i>Community Loan</i>					
The face value of the community loan is \$7,180,000 (2022: \$7,180,000). The purpose of the loan was to assist the Stratford A and P Association to purchase land to enable development of a multi-purpose facility, focusing on equestrian, motorsport, educational and sporting activities. This loan is secured against land owned by the Association, as a first mortgage.					
<i>Listed Shares</i>					
Listed shares are recognised at fair value. The fair values of listed shares are determined by reference to published current bid price quotations in an active market.					
Maturity Analysis and Effective Interest Rates					
The maturity dates for all other financial assets with the exception of equity investments and advances to subsidiaries and associates are as follows:					
	Council		Group		
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000	
Short Term Deposits					
Short term deposits with maturities of 3 months or less	-	1,000	-	1,000	
Average maturity	-	90 days	-	90 days	
Weighted average Effective Interest Rate	0.00%	1.90%	0.00%	1.90%	
Short term deposits with maturities of more than 3 months but less than 12 months	5,000	7,000	5,350	7,250	
Average maturity	120 days	12days	132 days	126 days	
Weighted average Effective Interest Rate	5.57%	2.47%	5.55%	2.46%	
Total	5,000	8,000	5,350	8,250	

Note 15 Property, Plant and Equipment

Accounting Policy

Items of a capital nature over \$2,000 are treated as property, plant and equipment. Property, plant and equipment are classified into three categories:

- **Operational Assets** – These include land, buildings, library books, plant and equipment, motor vehicles, furniture and fittings, and office equipment.
- **Restricted Assets** – Restricted assets are mainly parks and reserves owned by the council and group that provide a benefit or service to the community and cannot be disposed of because of legal or other restrictions.
- **Infrastructure Assets** - Infrastructure assets are the fixed utility systems owned by the council and group. Each asset class includes all items that are required for the network to function. For example wastewater reticulation includes reticulation piping and wastewater pump stations.

Property, plant and equipment classes of assets whose fair value can be measured reliably shall be carried at a revalued amount (except land under roads), being its fair value at the date of the revaluation less any subsequent accumulated depreciation and subsequent accumulated impairment losses. Revaluations shall be made with sufficient regularity to ensure that the carrying amount does not differ materially from that which would be determined using fair value at the balance sheet date.

If there is no market-based evidence of fair value because of the specialised nature of the item of property, plant or equipment, Council and group will carry those classes of assets at its cost less any accumulated depreciation and any accumulated impairment losses value.

Property, plant and equipment are valued as follows:

Class	Method of Valuation
<i>Land</i>	Fair Value
<i>Buildings</i>	Optimised Depreciated Replacement Cost
<i>Roads, Bridges and Footpaths</i>	Optimised Depreciated Replacement Cost
<i>Water Supply reticulation</i>	Optimised Depreciated Replacement Cost
<i>Water Supply treatment</i>	Optimised Depreciated Replacement Cost
<i>Wastewater reticulation</i>	Optimised Depreciated Replacement Cost
<i>Wastewater treatment</i>	Optimised Depreciated Replacement Cost
<i>Stormwater system</i>	Optimised Depreciated Replacement Cost

Revaluation

Unless stated, valuations are carried out or reviewed by independent qualified valuers and are carried out at least three yearly. Valuations will be undertaken more regularly if necessary to ensure no individual item of property, plant or equipment within a class has a carrying value that is materially different from its fair value.

Council and group's Land and Buildings were valued as at 30 June 2023 by Telfer Young (Taranaki) Ltd, independent valuers at fair value as determined from the market-based evidence. Buildings have been valued using the depreciated replacement cost which is based on the modal rate. The modal rate is the rate derived from the construction cost movement from 2020 (which is the date the last valuation was performed) to 2023. Land has been valued on the basis of the open market value of that land.

Council's infrastructure assets consisting of Roading, Stormwater, Waste Water and Water Supply were revalued by Beca Projects NZ Ltd, independent valuers, as at 30 June 2022 in accordance with Financial Reporting Standard (PBE IPSAS 17) and the New Zealand Infrastructure Asset Valuation and Depreciation Guidelines.

A fair value assessment has been performed as at 30 June 2023 for council's infrastructure assets to ensure that the carrying value is not materially different from its fair value.

The fair value estimate was determined using a number of significant assumptions which included:

- The rates were based on the 2023 Road Construction Index (RCI).
- The movement in indices were applied to the 2022 valuation figures to provide new estimated replacement costs at 30 June 2023.

The next valuation is expected to be completed as at 30 June 2024

Land under roads was valued based on fair value provided by previous valuations in 2016 of the Roading Network. This valuation was carried out by Calibre Consultants Ltd. Council elected to use the fair value of Land under Roads as at 1 July 2016 as the deemed cost. Land under roads is no longer revalued.

Public Benefit Entity Revaluation

Where the carrying amount of a class of assets is increased as a result of a revaluation, the net revaluation increase is credited to the revaluation reserve. The net revaluation increase shall be recognised in the Statement of Comprehensive Revenue and Expenses to the extent that it reverses a net revaluation decrease of the same class of assets previously recognised in the Statement of Comprehensive Revenue and Expense. A net revaluation decrease for a class of assets is recognised in the Statement of Comprehensive Revenue and Expense, except to the extent that it reverses a revaluation increase previously recognised in the revaluation reserve to the extent of any credit balance existing in the revaluation reserve in respect of the same class of asset.

Impairment

Property, plant and equipment that have a finite useful life are reviewed for impairment at each balance date and whenever events or changes in circumstances indicate that the carrying amount may not be recoverable.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs to sell and its value in use.

If an asset's carrying amount exceeds its recoverable amount, the asset is regarded as impaired and the carrying amount is written down to the recoverable amount. For revalued assets, the impairment loss is recognised against the revaluation reserve for that class of asset. Where the results in a debit balance in the revaluation reserve, the balance is recognised surplus or deficit.

For assets not carried at a revalued amount, the total impairment loss is recognised in the surplus or deficit.

The reversal of an impairment loss on a revalued asset is credited to other comprehensive revenue and expense and increases the asset revaluation reserve for that class of asset. However, to the extent that an impairment loss for that class of asset was previously recognised in surplus or deficit, a reversal of the impairment loss is also recognised in surplus or deficit.

For assets not carried at a revalued amount, the reversal of an impairment loss is recognised in surplus or deficit.

Value in use for non-cash generating assets

Non cash-generating assets are those assets that are not held with the primary objective of generating a commercial return.

For non-cash generating assets, value in use is determined using an approach based on either a depreciated replacement cost approach, a restoration cost approach, or a service units approach. The most appropriate approach used to measure value in use depends on the nature of the impairment and availability of information.

Value in use for cash-generating assets

Cash generating assets are those assets that are held with the primary objective of generating a commercial return.

The value in use for cash-generating assets and cash-generating units is the present value of expected future cashflow.

Disposals

Gains and losses on disposals are determined by comparing the disposal proceeds with the carrying amount of the asset. Gains and losses on disposals are reported net in the surplus or deficit. When revalued assets are sold, the amounts included in asset revaluation reserves in respect of those assets are transferred to accumulated funds.

Subsequent Costs

Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future economic benefits or service potential associated with the item will flow to the Council and Group, and the cost of the item can be measured reliably.

Security

Council and Group do not have any Property, Plant and Equipment pledged as security.

The costs of day-to-day servicing of property, plant and equipment are recognised in the surplus or deficit as they are incurred.

Additions

The cost of an item of property, plant and equipment is recognised as an asset only when it is probable that future economic benefits or service potential associated with the item will flow to the Council and group and the cost of the item can be measured reliably.

Work in progress is recognised at cost less impairment and is not depreciated.

In most instances, an item of property, plant, and equipment is initially recognised at its cost. Where an asset is acquired through a non-exchange transaction, it is recognised at its fair value as at the date of acquisition.

Costs incurred subsequent to initial acquisition are capitalised only when it is probable that future economic benefits for service potential associated with the item will flow to the Council and group and the cost of the item can be measured reliably.

The costs of day-to-day servicing of property, plant and equipment are recognised in the surplus or deficit as they are incurred.

Depreciation

Depreciation is calculated on a straight line basis on all property, plant and equipment, excluding land, at rates that will write off the value of the assets, less their estimated residual values, over their useful lives.

The useful lives of the classes of assets have been estimated as follows:

	Years	Rate
<i>Buildings (including Arboretum)</i>	10-100	1% to 10%
<i>Plant</i>	5-10	10% to 20%
<i>Motor Vehicles</i>	5	20%
<i>Fixtures and Fittings</i>	5-10	10% to 20%
<i>Office Equipment</i>	4-10	10% to 25%
<i>Roading Base course</i>	15-80	1.25% to 6.66%
<i>Roading Seal</i>	2-16	6.25% to 50%
<i>Roading Culverts</i>	20-80	1.25% to 5%
<i>Roading Sumps</i>	80	1.25%
<i>Signs</i>	10	10%
<i>Bridges (including Tunnels)</i>	60-100	1% to 1.66%
<i>Footpaths</i>	20-80	1.25% to 5%
<i>Streetlights</i>	30	3.33%
<i>Stormwater</i>	20-80	1.25% to 5%
<i>Water Supply Treatment</i>	20-120	0.83% to 5%
<i>Water Supply Reticulation</i>	20-120	0.83% to 5%
<i>Wastewater Treatment</i>	40-80	1.25% to 2.5%
<i>Wastewater Reticulation</i>	40-80	1.25% to 2.5%
<i>Street Beautification</i>	10-100	1% to 10%

Insurance of Assets

The following information relates to the insurance of Council assets as at 30 June:		
	2023	2022
	\$000	\$000
The total book value of all Council assets covered by insurance contracts	44,887	22,158
The maximum amount to which insured assets are insured	73,614	51,819
The total book value of all Council assets covered by financial risk-sharing arrangements	66,093	60,806
The total replacement cost of all Council assets covered by financial risk-sharing arrangements	111,102	97,576
Maximum amount available to the Council under financial risk-sharing arrangements	44,441	39,030
Total value of assets that are self-insured	-	-
Value of funds maintained for self-insurance	-	-
<p>In the event of natural disaster, central government may contribute up to 60% towards the restoration of water, drainage, and wastewater assets, and provide a subsidy towards the restoration of roads.</p>		

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	Cost /	Accumulated	Carrying	Assets	Assets	Disposals /	Transfers	Depreciation	Depreciation	Depreciation	Revaluation	Cost /	Accumulated	Carrying
	Valuation	Depreciation	Amount	constructed by	transferred to	Impairment			Reversed on	Reversed on	Surplus (excl	Valuation	Depreciation and	Amount
		and		Council	Council				Revaluation	Disposal	reversal of		Impairment	
	1 July 2022			Current Year							30 June 2023			
2023	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Council Operational Assets														
Land	8,984	-	8,984	-	-	-	-	-	-	-	390	9,374	-	9,374
Buildings	9,410	1,230	8,180	149	-	-	-	435	(1,663)	-	109	9,666	0	9,666
Surplus Properties	152	-	152	-	-	-	-	-	-	-	151	303	-	303
Plant	670	384	286	193	-	(14)	-	44	-	(13)	-	849	415	434
Motor Vehicles	375	154	221	50	-	(39)	-	25	-	(9)	-	386	170	216
Furniture/Fittings	501	270	231	29	-	-	-	19	-	-	-	531	289	242
Office Equipment	1,081	695	386	111	-	(53)	-	78	-	(42)	-	1,140	731	408
Library Books	776	434	342	37	-	-	-	37	-	-	-	813	471	342
Work In Progress - Buildings	64	-	64	-	-	-	(6)	-	-	-	-	58	-	58
Work In Progress - Land	-	-	-	2,148	-	-	-	-	-	-	-	2,148	-	2,148
Total Operational Assets	22,013	3,166	18,846	2,717	-	(106)	(6)	638	(1,663)	(64)	650	25,267	2,076	23,190
Council Restricted Assets														
Land	8,912	-	8,912	512	-	-	-	-	-	-	3,505	12,928	-	12,928
Buildings	12,789	1,379	11,410	20,561	-	(7)	-	887	(2,266)	-	(842)	32,502	(0)	32,502
Street Beautification	1,731	287	1,444	-	-	-	-	24	-	-	-	1,731	311	1,420
Rubbish Bins	203	-	203	-	-	-	-	-	-	-	-	203	-	203
Work In Progress - Buildings	19,168	-	19,168	-	-	-	(19,008)	-	-	-	-	160	-	160
Total Restricted Assets	42,803	1,666	41,137	21,073	-	(7)	(19,008)	910	(2,266)	-	2,663	47,524	311	47,213
Council Infrastructure Assets														
Water Supply														
- Reticulation and other assets	20,680	382	20,298	4,929	-	(160)	-	373	-	(5)	-	25,449	750	24,698
- Treatment plants and facilities	14,576	322	14,254	18	-	(10)	-	331	-	(3)	-	14,583	650	13,933
Wastewater System														
- Reticulation and other assets	9,876	273	9,603	406	-	(28)	-	264	-	(1)	-	10,251	536	9,716
- Treatment plants and facilities	2,610	137	2,472	120	-	-	-	138	-	-	-	2,729	275	2,454
Stormwater System	13,067	232	12,835	14	-	-	-	232	-	-	-	13,081	464	12,617
Roading Network	256,220	-	256,220	5,890	-	-	-	2,524	-	-	-	262,110	2,524	259,586
Land Under Roads	54,384	-	54,384	-	-	-	-	-	-	-	-	54,384	-	54,384
Bridges	14,197	0	14,197	370	-	-	-	366	-	-	-	14,567	366	14,201
Work In Progress - Roading	4	-	4	-	-	-	-	-	-	-	-	4	-	4
Work In Progress - Wastewater Reticulation	7	-	7	-	-	-	(7)	-	-	-	-	-	-	-
Work In Progress - Wastewater Treatment	-	-	-	42	-	-	-	-	-	-	-	42	-	42
Work In Progress - Stormwater	41	-	41	58	-	-	-	-	-	-	-	99	-	99
Work In Progress - Water Treatment	211	-	211	192	-	-	-	-	-	-	-	403	-	403
Work In Progress - Water Reticulation	3,727	-	3,727	-	-	-	(3,487)	-	-	-	-	240	-	240
Total Infrastructure Assets	389,598	1,347	388,252	12,038	-	(198)	(3,494)	4,228	-	(9)	-	397,942	5,565	392,377
Total Council	454,415	6,179	448,235	35,828	-	(311)	(22,508)	5,777	(3,929)	(73)	3,313	470,733	7,951	462,780
Subsidiaries														
Buildings	1,697	215	1,482	5	-	-	-	73	(286)	-	269	1,972	-	1,972
Land	235	-	235	-	-	-	-	-	-	-	150	385	-	385
Furniture & Fittings	106	50	56	26	-	(3)	-	5	-	-	-	126	52	74
Office Equipment	17	8	9	-	-	-	-	1	-	-	-	17	9	8
Work in Progress - buildings	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arboretum	51	4	47	58	-	-	-	2	(6)	-	(9)	100	-	100
Total Subsidiaries	2,106	277	1,829	89	-	(3)	-	81	(292)	-	410	2,600	61	2,539
Total Group	456,521	6,456	450,064	35,917	-	(314)	(22,508)	5,858	(4,221)	(73)	3,723	473,333	8,012	465,319

The figures included under assets constructed by council for work in progress is the net of new work in progress additions and those capitalised during the year.

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	Cost /	Accumulated	Carrying	Assets	Assets	Disposals /	Transfers	Depreciation	Depreciation	Depreciation	Revaluation	Cost /	Accumulated	Carrying
	Valuation	Depreciation and Impairment	Amount	constructed by Council	transferred to Council	Impairment			Reversed on Revaluation	Reversed on Disposal	Surplus (incl of depreciation reversed on revaluation)	Valuation	Depreciation and Impairment	Amount
	1 July 2021			Current Year									30 June 2022	
2022	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Council Operational Assets														
Land	8,984	-	8,984	-	-	-	-	-	-	-	-	8,984	-	8,984
Buildings	9,184	799	8,385	341	-	(115)	-	437	-	(6)	-	9,410	1,230	8,180
Surplus Properties	168	-	168	-	-	(16)	-	-	-	-	-	152	-	152
Plant	616	348	267	54	-	-	-	36	-	-	-	670	384	286
Motor Vehicles	347	158	189	62	-	(34)	-	20	-	(24)	-	375	154	221
Furniture/Fittings	491	249	242	10	-	-	-	21	-	-	-	501	270	231
Office Equipment	1,036	614	422	46	-	(1)	-	81	-	-	-	1,081	695	386
Library Books	734	392	342	42	-	-	-	42	-	-	-	776	434	342
Work In Progress - Buildings	21	-	21	43	-	-	-	-	-	-	-	64	-	64
Work in progress - plant and equipment	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Work In Progress - Land	19	-	19	-	-	-	(19)	-	-	-	-	-	-	-
Total Operational Assets	21,600	2,560	19,039	597	-	(166)	(19)	637	-	(30)	-	22,013	3,166	18,846
Council Restricted Assets														
Land	8,912	-	8,912	-	-	-	-	-	-	-	-	8,912	-	8,912
Buildings	10,842	861	9,981	1,951	-	-	(4)	518	-	-	-	12,789	1,379	11,410
Street Beautification	1,731	260	1,471	-	-	-	-	26	-	-	-	1,731	287	1,444
Rubbish Bins	203	-	203	-	-	-	-	-	-	-	-	203	-	203
Work In Progress - Street Beautification	19	-	19	-	-	-	(19)	-	-	-	-	-	-	-
Work In Progress - Buildings	6,272	-	6,272	12,896	-	-	-	-	-	-	-	19,168	-	19,168
Total Restricted Assets	27,978	1,121	26,857	14,847	-	-	(23)	545	-	-	-	42,803	1,666	41,137
Council Infrastructure Assets														
Water Supply														
- Reticulation and other assets	11,970	661	11,309	902	-	(28)	-	383	(662)	-	7,835	20,680	382	20,298
- Treatment plants and facilities	4,137	474	3,663	244	-	(51)	-	322	(474)	-	10,246	14,576	322	14,254
Wastewater System														
- Reticulation and other assets	7,947	692	7,255	111	-	(8)	-	272	(691)	-	1,826	9,876	273	9,603
- Treatment plants and facilities	2,098	162	1,935	139	-	-	-	137	(162)	-	372	2,609	137	2,472
Stormwater System	8,482	407	8,075	31	-	-	-	232	(406)	-	4,554	13,067	232	12,835
Roading Network	229,320	-	229,320	3,637	-	-	-	2,543	(2,543)	-	23,263	256,220	-	256,220
Land Under Roads	54,384	-	54,384	-	-	-	-	-	-	-	-	54,384	-	54,384
Bridges	11,934	-	11,934	1,078	-	-	-	367	(367)	-	1,185	14,197	0	14,197
Work in Progress - Roading	-	-	-	4	-	-	-	-	-	-	-	4	-	4
Work In Progress - W/water Reticulation	-	-	-	7	-	-	-	-	-	-	-	7	-	7
Work In Progress - W/water Treatment	1	-	1	-	-	-	(1)	-	-	-	-	-	-	-
Work In Progress - Stormwater	-	-	-	41	-	-	-	-	-	-	-	41	-	41
Work In Progress - Water Treatment	101	-	101	211	-	-	(101)	-	-	-	-	211	-	211
Work In Progress - Water Reticulation	1,052	-	1,052	3,727	-	-	(1,052)	-	-	-	-	3,727	-	3,727
Total Infrastructure Assets	331,426	2,395	329,028	10,132	-	(87)	(1,154)	4,257	(5,305)	-	49,281	389,598	1,347	388,252
Total Council	381,004	6,077	374,924	25,576	-	(252)	(1,196)	5,439	(5,305)	(30)	49,281	454,414	6,179	448,235
Subsidiaries														
Buildings	1,697	143	1,555	-	-	-	-	72	-	-	-	1,697	215	1,482
Land	235	-	235	-	-	-	-	-	-	-	-	235	-	235
Furniture & Fittings	104	45	61	2	-	-	-	5	-	-	-	106	50	56
Office Equipment	14	7	7	3	-	-	-	1	-	-	-	17	8	9
Work in Progress - buildings	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Arboretum	51	2	49	-	-	-	-	2	-	-	-	51	4	47
Total Subsidiaries Assets	2,103	197	1,907	5	-	-	-	79	-	-	-	2,106	277	1,829
Total Group	383,106	6,274	376,831	25,581	-	(252)	(1,196)	5,517	(5,305)	(30)	49,281	456,520	6,456	450,064

The figures included under assets constructed by council for work in progress is the net of new work in progress additions and those capitalised during the year.

Estimate of Replacement Cost

	Council	
	Most recent estimate of replacement cost 2022/23 \$000	Date of Estimate
2023		
Water Supply		
- Reticulation and other assets	44,142	30 June 2023
- Treatment plants and facilities	21,039	30 June 2023
Wastewater System		
- Reticulation and other assets	29,702	30 June 2023
- Treatment plants and facilities	10,543	30 June 2023
Stormwater System	27,162	30 June 2023
Roads and Footpaths	450,673	30 June 2022
2022		
Water Supply		
- Reticulation and other assets	36,127	1 July 2021
- Treatment plants and facilities	20,766	1 July 2021
Wastewater System		
- Reticulation and other assets	28,812	1 July 2021
- Treatment plants and facilities	8,385	1 July 2021
Stormwater System	23,893	1 July 2021
Roads and Footpaths	416,224	30 June 2022

Depreciation and Amortisation Expense by Group of Activity

	Council	
	Actual 2022/23 \$000	Actual 2021/22 \$000
Directly attributable depreciation and amortisation by group of activity		
Recreation and Facilities	1,247	884
Democracy	-	-
Community Development	65	57
Environmental Services	4	3
Roading	2,890	2,910
Stormwater Drainage	232	232
Wastewater (Sewerage)	403	410
Solid Waste	28	29
Water Supply	720	721
Total directly attributable depreciation and amortisation by group of activity	5,588	5,246
Depreciation and amortisation not directly related to group of activities	270	265
Total depreciation and amortisation expense	5,859	5,511

Note 16 Intangible Assets

Accounting Policy

Acquired software licences are capitalised on the basis of the costs incurred to acquire and bring to use the specific software.

The carrying value of an intangible asset with a finite life is amortised on a straight line basis. The amortisation charge is recognised in the Statement of Comprehensive Revenue and Expense. The useful lives of intangible assets have been estimated as follows:

- Software 3-10 years – 10% to 33 1/3%.

Council and Group

	Cost / Valuation	Accumulated Amortisation and Impairment	Carrying Amount	Additions	Disposals	Transfers	Current Year Impairment Charges	Depreciation Reversed on Disposal	Current Year Amortisation	Cost / Valuation	Accumulated Amortisation and Impairment	Carrying Amount
2023	1/07/2022			Current Year						30 June 2023		
	\$000	\$000	\$000	\$000	\$000		\$000	\$000	\$000	\$000	\$000	\$000
Computer Software	1,328	876	452	131	-	-	-	-	82	1,459	958	500
Total	1,328	876	452	131	-	-	-	-	82	1,459	958	500

	Accumulated Amortisation and Impairment	Carrying Amount	Additions	Disposals	Transfers	Current Year Impairment Charges	Depreciation Reversed on Disposal	Current Year Amortisation	Cost / Valuation	Accumulated Amortisation and Impairment	Carrying Amount	
2022	1/07/2021		Current Year						30 June 2022			
	\$000	\$000	\$000	\$000	\$000		\$000	\$000	\$000	\$000	\$000	
Computer Software	1298	801	497	30	-	-	-	-	75	1328	876	452
Total	1298	801	497	30	-	-	-	-	75	1328	876	452

All intangible assets referring to above are computer software.

There are no restrictions over intangible assets. No intangible assets have been pledged as security for liabilities.

Note 17 Payables and Deferred Revenue

Accounting Policy

Short-term creditors and other payables are recorded at the amount payable.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Current Portion				
<i>Payables and deferred revenue under exchange transactions:</i>				
Trade Payables and Accrued Expenses	2,991	4,540	3,018	4,549
Deposits and Bonds	205	231	205	231
Revenue Received in Advance	107	129	107	129
Total	3,303	4,900	3,330	4,909
<i>Payables and deferred revenue under non-exchange transactions:</i>				
Other Taxes Payable (GST)	-	-	-	-
Revenue received in advance - PGF and MBIE funding	448	12	448	12
Revenue received in advance - Three Waters Reform funding	-	-	-	-
Rates in Advance	456	301	456	301
Total	904	313	904	313
Total Current Portion	4,207	5,213	4,234	5,222

Note 18 Provisions

Accounting Policy

Council recognises a provision for future expenditure of uncertain amount or timing when there is a present obligation (either legal or constructive) as a result of a past event, it is probable that expenditures will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation. Provisions are not recognised for future operating losses.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Current Portion				
Landfill Aftercare Provision	7	7	7	7
Total Current Portion	7	7	7	7
Non-current Portion				
Landfill Aftercare Provision	7	13	7	13
Total Non-Current Portion	7	13	7	13
Total Provisions	14	20	14	20
Movements for the Landfill Aftercare provision are as follows:				
	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Opening Balance	20	25	20	25
Additional Provision Made	-	-	-	-
Amounts used	(6)	(5)	(6)	(5)
Closing Balance 30 June	14	20	14	20

Rural Landfills

In February 1998 Stratford District Council renewed its aftercare consents for the Pukengahu and Huiroa landfills which were closed in 1990 and 1991 respectively.

New consents have been granted by Taranaki Regional Council for the management of Council's closed landfills. These consents are valid until 2034 and set monitoring parameters with requirements for remedial action depending on the outcomes of the monitoring.

Stratford Landfill

In March 1999 Stratford District Council renewed its consent for the Swansea Road landfill. While the consent required the site to be closed by June 2005 it was actually closed on 18 March 2002.

Council has an ongoing liability to ensure the site continues to be managed in a manner that least affects the environment and the work is expected to include the following major components:

- Environmental Monitoring (surface and groundwater)
- Surface groundwater controls (drainage maintenance)
- Earthworks (in the initial years the land is expected to sink due to the refuse decomposition and filling will be required to avoid ponding).

These liabilities are expected to continue to the 2025 year following the closure of the landfill however the financial impact is expected to be greatest for the first five years.

The long term nature of the liability means that there are inherent uncertainties in estimating costs that will be incurred. The provision has been estimated taking in to account existing technology and is discounted using a discount rate of 5.0% (2021/22: 5.0%).

The management of the landfill will influence the timing of recognition of some liabilities.

Note 19 Employee Entitlements

Accounting Policy

Short-term employee entitlements

Employee benefits expected to be settled within 12 months after the end of the period in which the employee renders the related service are measured based on accrued entitlements at current rates of pay. These include salaries and wages accrued up to balance date, annual leave earned to, but not yet taken at balance date, and sick leave.

A liability and an expense are recognised for bonuses where the Council or group has a contractual obligation or where there is a past practice that has created a constructive obligation.

Long-term employee entitlements

Employee benefits that are due to be settled beyond 12 months after the end of the period in which the employee renders the related service, such as long service leave and retirement gratuities, have been calculated on an actuarial basis. The calculations are based on:

- likely future entitlements accruing to staff, based on years of service, years to entitlement, the likelihood that staff will reach the point of entitlement, and contractual entitlement information; and
- the present value of the estimated future cash flows.

Presentation of employee entitlements

Annual leave is classified as a current liability. Retirement gratuities expected to be settled within 12 months of balance date are classified as a current liability. All other employee entitlements are classified as a non-current liability.

Provision is made in respect of Council and Group's liability for annual leave, and retirement gratuities. Annual leave has been calculated on an actual entitlement basis at current rates of pay while the other provisions have been calculated on an actuarial basis.

	Council		Group	
	Actual 2022/23	Actual 2021/22	Actual 2022/23	Actual 2021/22
	\$000	\$000	\$000	\$000
Current Portion				
Annual Leave	322	282	329	287
Total Current Portion	322	282	329	287
Non-Current Portion				
Retirement Gratuities	-	-	-	-
Total Non-Current Portion	-	-	-	-
Total Employee Entitlements	322	282	329	287

Note 20 Borrowings

Accounting Policy

Borrowings are initially recognised at their fair value plus transaction costs. After initial recognition, all borrowings are measured at amortised cost using the effective interest method.

Borrowings are classified as current liabilities unless the Council or group has an unconditional right to defer settlement of the liability for at least 12 months after balance date.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Current Portion				
Committed cash advance facility	-	-	-	-
Secured Loans	6,000	8,500	6,000	8,500
Total Current Portion	6,000	8,500	6,000	8,500
Non-Current Portion				
Secured Loans	27,700	23,700	27,700	23,700
Total Non-Current Portion	27,700	23,700	27,700	23,700
Total Borrowings	33,700	32,200	33,700	32,200

Security

The Council has entered into a Debenture Trust Deed with Trustees Executors Limited.

Under the debenture trust deed the Council has granted security over its rates and rates revenue. Trustees Executors Limited hold this security for the benefit of any holders of Stock (as that term is defined in the Council's debenture trust deed).

The Council has granted security stock (with a floating nominal amount) to each of TSB Bank Ltd and New Zealand Local Government Funding Agency (to secure all of Council's borrowings with those entities).

Committed cash advance facility

Stratford District Council has a CCAF (Committed Cash Advance Facility) of \$1.0m that has not been included in the financial statements.

Maturity Analysis and Effective Interest Rates

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Less than one year	6,000	8,500	6,000	8,500
Later than one year but not more than five years	21,200	15,200	21,200	15,200
Later than five years	6,500	8,500	6,500	8,500
Total Borrowings	33,700	32,200	33,700	32,200

The weighted average effective interest rate for 2022/23 is 3.22% (2021/22 - 2.51%).

Internal Borrowing

During the 2012/13 year Council made an internal loan to the Water Supply activity, towards the capital costs of the new Stratford Water Treatment Plant. The loan was for \$2,000,000. Interest has been calculated on the balance outstanding as at 1 July 2022 of \$1,270,795 at the weighted average interest rate as at 31 December 2022 of 2.90%. The Water Supply activity has been charged the cost of \$36,853. The sum of \$80,000 was repaid at the end of the year. The balance as at 30 June 2023 is \$1,190,795.

A breakdown of each loan with the LGFA and respective details is listed below:					
	Maturity date	Interest rate 2022/23	Interest rate 2021/22	Actual 2022/23 \$000	Actual 2021/22 \$000
Current					
LGFA Bond issue	August 2022	0.00%	2.08%	0	6,000
LGFA Bond issue	April 2023	0.00%	1.55%	0	1,000
LGFA Bond issue	May 2023	0.00%	3.47%	0	1,500
LGFA Bond issue	July 2023	5.40%	0.00%	2,000	0
LGFA Bond issue	August 2023	4.12%	0.00%	1,000	0
LGFA Bond issue	April 2024	1.14%	1.14%	1,000	0
LGFA Bond issue	May 2024	2.53%	2.53%	2,000	0
Total Current borrowings				6,000	8,500
Non-current					
LGFA Bond issue	April 2024	0.00%	1.14%	0	1,000
LGFA Bond issue	May 2024	0.00%	2.53%	0	2,000
LGFA Bond issue	April 2025	3.38%	3.38%	2,000	2,000
LGFA Bond issue	April 2025	4.22%	0.00%	4,000	0
LGFA Bond issue	December 2025	1.04%	1.04%	3,700	3,700
LGFA Bond issue	April 2026	1.67%	1.67%	1,000	1,000
LGFA Bond issue	April 2026	2.02%	2.02%	1,000	1,000
LGFA Bond issue	April 2027	1.38%	1.38%	1,000	1,000
LGFA Bond issue	April 2027	3.65%	3.65%	1,500	1,500
LGFA Bond issue	April 2027	4.17%	4.17%	2,000	2,000
LGFA Bond issue	May 2028	2.12%	2.12%	1,000	1,000
LGFA Bond issue	May 2028	4.26%	4.26%	2,000	2,000
LGFA Bond issue	May 2028	5.50%	0.00%	1,000	0
LGFA Bond issue	May 2028	4.23%	0.00%	1,000	0
LGFA Bond issue	April 2029	5.49%	0.00%	1,000	0
LGFA Bond issue	May 2031	4.30%	4.30%	2,000	2,000
LGFA Bond issue	December 2032	1.87%	1.87%	3,500	3,500
Total non-current borrowings				27,700	23,700
Total Borrowings				33,700	32,200

Note 21 Equity

Accounting Policy

Equity is the community's interest in the Council and is measured as the difference between total assets and total liabilities. Equity is disaggregated and classified into the following components.

- accumulated funds;
- restricted reserves;
- property revaluation reserve; and
- fair value through other comprehensive revenue and expense reserve.

Restricted reserves

Restricted reserves are a component of equity generally representing a particular use to which various parts of equity have been assigned. Reserves may be legally restricted or created by the Council.

Restricted reserves include those subject to specific conditions accepted as binding by the Council and which may not be revised by the Council without reference to the Courts or a third party. Transfers from these reserves may be made only for certain specified purposes or when certain specified conditions are met.

Also included in restricted reserves are reserves restricted by Council decision. The Council may alter them without reference to any third party or the Courts. Transfers to and from these reserves are at the discretion of the Council.

Property revaluation reserve

This reserve relates to the revaluation of property, plant, and equipment to fair value.

Fair value through other Comprehensive Revenue and Expense reserve

This reserve comprises the cumulative net change in the fair value of assets classified as fair value through other comprehensive revenue and expense.

	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
Accumulated Funds - 1 July	197,109	189,944	198,703	191,609
Transfers to:				
Restricted Reserves	(164)	(344)	(164)	(344)
Council Created Reserves	(6,374)	(5,976)	(6,374)	(5,976)
Transfers from:				
Council Created Reserves	7,271	5,708	7,271	5,708
Restricted Reserves	59	-	59	-
Revaluation reserve disposal of building	-	-	-	-
Profit / (Loss) for the year	3,171	7,777	3,051	7,702
Balance at 30 June	201,080	197,109	202,553	198,703
Restricted Reserves - 1 July	1,119	775	1,119	775
Transfers to:				
Accumulated Funds	(59)	-	(59)	-
Transfers from:				
Accumulated Funds	164	344	164	344
Balance at 30 June	1,224	1,119	1,224	1,119
Fair Value through other comprehensive revenue and expense - 1 July	(536)	(401)	(536)	(401)
Loss / gain on sale of financial assets at fair value through other comprehensive income	-	-	-	-
Revaluation Gains/(Losses) on Investments Carried at Fair Value	53	(135)	53	(135)
Balance at 30 June	(483)	(536)	(483)	(536)
Council Created Reserves - 1 July	7,404	7,137	7,404	7,137
Transfer to Income Statement on disposal of Property, Plant and Equipment	-	-	-	-
Transfers to:				
Accumulated Funds	(7,271)	(5,708)	(7,271)	(5,708)
Transfers from:				
Accumulated Funds	6,374	5,976	6,374	5,976
Balance at 30 June	6,508	7,405	6,508	7,405
Asset Revaluation Reserves - 1 July	226,366	171,779	227,573	172,986
Revaluation Gains/(Losses)	7,242	54,587	7,944	54,587
Balance at 30 June	233,608	226,366	235,517	227,573
Total Other Reserves - 30 June	240,856	234,355	242,767	235,564
Asset Revaluation Reserves consist of:				
Operational Assets				
Land	7,118	6,576	7,378	6,686
Buildings	6,923	5,150	8,572	6,247
Restricted Assets				
Wastewater System	8,503	8,503	8,503	8,503
Water System	23,200	23,200	23,200	23,200
Stormwater System	11,042	11,042	11,042	11,042
Roading Network	167,125	167,125	167,125	167,125
Land	7,379	3,875	7,379	3,875
Buildings	2,318	895	2,318	895
Total	233,608	226,366	235,517	227,573

Note 21 Equity continued

Purpose of Each Reserve Fund

Council's reserve funds are classified in to three categories:

- Council Created Reserves
- Restricted Reserves
- Targeted Rate Reserves

The purposes of the reserves are as follows:

Council Created Reserves

General Renewals Reserve

This reserve has been created for the accumulation of depreciation on buildings, plant, vehicles, office equipment and furniture and fittings. The funds are set aside to provide for the ongoing replacement of operational assets in these categories, and also to maintain and enhance existing Council assets. Funds are also provided for new projects where necessary.

Roading Renewals Reserve

This reserve has been created for the accumulation of depreciation on roads, bridges and street services assets. The funds are set aside to provide for the ongoing replacement of operational assets in these categories, and also to maintain and enhance existing Council assets. Funds are also provided for new projects where necessary.

Contingency Reserve

This reserve has been created to assist in the event of an emergency. Purposes for which funds are currently set aside are such things as natural disasters e.g. floods, earthquakes, volcanic eruptions etc.

Asset Sales Proceeds Reserve

The purpose of this reserve is to accumulate the net proceeds from the sale of Council assets that have not been specifically tagged for a particular purpose. These funds can then be used to acquire new capital assets.

Staff Gratuities Reserve

These funds are for the payment of gratuities, redundancies, and farewells/recognition of long service of staff or elected members, however there are no other specific restrictions on this reserve.

Mayor's Relief Fund Reserve

This fund has been in existence since at least 1934 and was originally set up to provide funds for the 'relief of distress' in the Stratford District. In recent years the reserve has been funded by donations and distributions of these monies has been at the Mayor's discretion.

Turf Replacement Reserve

This reserve was created to accumulate funds annually to contribute towards the replacement of the hockey turf, when required.

Restricted Reserves

Elsie Fraser Bequest Reserve

These funds came from a bequest from Elsie Fraser in 1985 for the provision of a 'home for the less affluent old people within the Stratford community'. All surpluses from operations of these units are credited to the reserve.

RMA/Financial Contributions Reserve

Financial contributions are required by the Stratford District Plan. Council has received these funds from the subdivision of land and various land use activities. The reserve is used to fund growth related capital works and services.

Targeted Rate Reserves

Water Supply, Solid Waste and Wastewater Reserves

These reserves represent the balance of funds collected from various targeted rates which have not yet been spent. The funds can only be used for the purpose for which they were originally levied. The reserves include depreciation on infrastructural assets, costs of any capital/renewal expenditure and any surplus/deficit from operations for the year.

Reserve Fund Movements

		Balance	Transfers	Transfers	Balance
		1 July 2022	into fund	out of fund	30 June 2023
		\$000	\$000	\$000	\$000
2023	Activities to which the reserve relates				
Restricted Reserves					
Elsie Fraser Bequest Reserve	Pensioner Housing	84	36	(59)	60
Financial Contributions Reserve	All activities	1,034	128	-	1,162
Total		1,118	164	(59)	1,222
2023					
		Balance	Transfers	Transfers	Balance
		1 July 2022	into fund	out of fund	30 June 2023
		\$000	\$000	\$000	\$000
Council Created /Targeted Rate Reserves					
General Renewal Reserve	All activities	4,419	1,832	(1,031)	5,220
Contingency Reserve	All activities	505	15	(15)	505
Asset Sale Proceeds Reserve	All activities	1,183	34	(512)	706
Staff Gratuities Reserve	All activities	136	4	(4)	137
Mayor's Relief Fund Reserve	Community	4	0	-	4
Turf Replacement Reserve	Community	41	11	-	52
Farm Surplus	All activities	234	-	(165)	69
Stormwater Reserve	Stormwater	545	248	(41)	752
Roading Renewals Reserve	Roading	235	2,897	(4,153)	(1,021)
Water Supply Reserve	Water Supply	(562)	720	(890)	(732)
Solid Waste Reserve	Waste Management	21	192	(45)	168
Wastewater Reserve	Wastewater	649	422	(416)	654
Total		7,409	6,374	(7,271)	6,513
2022					
		Balance	Transfers	Transfers	Balance
		1 July 2021	into fund	out of fund	30 June 2022
		\$000	\$000	\$000	\$000
Restricted Reserves					
Elsie Fraser Bequest Reserve	Pensioner Housing	51	33	-	84
Financial Contributions Reserve	All activities	723	311	-	1,034
Total		774	344	-	1,118
2022					
		Balance	Transfers	Transfers	Balance
		1 July 2021	into fund	out of fund	30 June 2022
		\$000	\$000	\$000	\$000
Council Created and Targeted Rate Reserves					
General Renewal Reserve	All activities	4,108	1,420	(875)	4,653
Contingency Reserve	All activities	505	7	(7)	505
Asset Sale Proceeds Reserve	All activities	1,164	19	-	1,183
Staff Gratuities Reserve	All activities	145	2	(11)	136
Mayor's Relief Fund Reserve	Community	4	-	-	4
Turf Replacement Reserve	Community	31	10	-	41
Stormwater Reserve	Stormwater	343	236	(34)	545
Roading Renewals Reserve	Roading	746	3,077	(3,588)	235
Water Supply Reserve	Water Supply	(262)	717	(1,017)	(562)
Waste Management Reserve	Waste Management	78	30	(87)	21
Wastewater Reserve	Wastewater	279	458	(88)	649
Total		7,140	5,975	(5,708)	7,408

Note 22 Commitments

	Council		Group	
	Actual 2022/23	Actual 2021/22	Actual 2022/23	Actual 2021/22
	\$000	\$000	\$000	\$000
Financial Commitments				
Not later than one year	6,243	10,741	6,243	10,773
Later than one year and not later than five years	78	5,681	78	5,732
Later than five years	-	-	-	-
Total	6,321	16,422	6,321	16,505
Operating Leases as a Lessor				
Not later than one year	3	3	22	36
Later than one year and not later than five years	12	12	44	63
Later than five years	63	66	63	66
Total	78	81	129	165
Capital Commitments				
Aquatic Centre	-	3,622	-	3,622
Roading network	2,202	6,044	2,202	6,044
Total	2,202	9,666	2,202	9,666

Non-financial commitments

- Council is committed to a 50/50 sharemilking agreement with the current sharemilker to 31 May 2027.
- Council is committed to various leases of rental properties for terms ranging up to 33 years with perpetual rights of renewal in two cases.
- Council is committed to a number of leases on reserves to various sports and other community bodies for varying terms.
- Council is committed to ground leases for the aerodrome club buildings, and private hangars for terms of up to 20 years.
- Quotable Value NZ Ltd will provide valuation services to Council for the period to 30 June 2026.
- AA Drivers Licensing have given Council an agency relationship to 30 June 2025.
- The Information Centre has various commission agreements with tourism providers.

Note 23 Contingencies

Contingent Assets

The Council operates a scheme whereby sports clubs are able to construct facilities (e.g. club rooms) on reserve land. The clubs control the use of these facilities and the Council will gain control of the asset only if the club vacates the facility. Until this event occurs, the assets are not recognised as assets in the statement of financial position. As at 30 June 2023 there are 6 properties, with 7 facilities, having an approximate value of \$940,000 (2022 - 6 properties with 7 facilities - \$940,000). The estimate has been based on rating valuations for the district that were performed effective August 2020.

Contingent Liabilities

Local Government Funding Agency (LGFA)

The Council is a guarantor of the New Zealand Local Government Funding Agency (NZLGFA). The NZ LGFA was incorporated in December 2011 with the purpose of providing debt funding to local authorities in New Zealand. NZLGFA has a local currency rating from both Standard and Poor's and Fitch of AA+ and a foreign currency rating from both of AA+.

As at 30 June 2023, NZLGAF had 77 council members and three council controlled organisation members. Of the 77 council members, 30 are shareholders, and Council is one of the 70 who are guarantors. Together with the other guarantors, the Council is a guarantor of all of the LGFA's borrowings. At 30 June 2023, NZ LGFA had borrowings totalling \$17,571 billion (2021: \$15,78 billion).

Financial reporting standards require the Council to recognise the guarantee liability at fair value. However, the Council has been unable to determine a sufficiently reliable fair value for the guarantee, and therefore has not recognised a liability.

The Council considers the risk of NZLGFA defaulting on repayment of interest or capital to be very low on the basis that:

- It is not aware of any local authority debt default events in New Zealand; and
- Local government legislation would enable local authorities to levy a rate to raise sufficient funds to meet any debt obligations if further funds were required.

Resource Management Act

The Resource Management Act 1991 imposes certain obligations and liabilities on local authorities relating to the issue of resource consents. As at 30 June 2023, one matter under that Act indicating a potential liability has been brought to the Council's attention. This matter relates to some infrastructure constructed by a developer as a condition of a resource consent and which does not appear to be performing to an appropriate standard.

Note 24 Related Party Transactions

Related party disclosures have not been made for transactions with related parties that are:

- Within a normal supplier or client/recipient relationship; and
- On terms and conditions no more or less favourable than those that is reasonable to expect the council and group would have adopted in dealing with the party at arm's length in the same circumstances.
- Further, no disclosure has been made for transactions with entities within the council group (such as funding and financing flows), where the transactions are consistent with the normal operating relationships between the entities and are on normal terms and conditions for such group transactions.

Council is the ultimate parent of the group and controls one entity, being Percy Thomson Trust and has no significant influence over any other entities.		
<u>Related party transactions required to be disclosed</u>		
	Actual 2022/23 \$000	Actual 2021/22 \$000
Percy Thomson Trust		
Grant to the Trust from Council	50	50
Fees paid by the Trust to Council for administration services	21	21
<u>Key Management Personnel Compensation</u>		
	Actual 2022/23	Actual 2021/22
<i>Councillors</i>		
Full time equivalent members	12	11
<i>Remuneration</i>		
Mayor - N Volzke	\$99,701	\$87,000
<i>Councillors:</i>		
J Sandford	\$23,208	\$26,364
A Jamieson (to October 2022)	\$10,230	\$36,383
J Erwood	\$23,822	\$25,342
G Boyde	\$27,149	\$29,143
R Coplestone (to October 2022)	\$7,307	\$25,342
G Webby (to October 2022)	\$7,307	\$25,342
P Dalziel (to October 2022)	\$7,307	\$25,342
A Harris	\$24,413	\$25,342
M McKay	\$29,778	\$25,342
V Jones	\$23,822	\$25,342
E Hall (from October 2022)	\$16,515	\$0
A Dudley (from October 2022)	\$16,515	\$0
S Beck (from October 2022)	\$16,515	\$0
C Tongawhikau (from October 2022)	\$16,515	\$0
M Watt (from October 2022)	\$16,515	\$0
	\$366,619	\$356,284
<i>Senior Management Team, including the Chief Executive</i>		
Full time equivalent members	5	5
<i>Remuneration</i>	\$958,451	\$853,600
Total full time equivalent personnel	17	16
Total key management personnel remuneration	\$1,325,070	\$1,209,884

Note 25 Remuneration

	Actual 2022/23	Actual 2021/22
Chief Executive		
The Chief Executive of Stratford District Council was appointed under section 42 of the Local Government Act 2002 as from 5 January 2017, then re-appointed for a further five year term from 3 May 2022, and received the following remuneration for the year ended 30 June 2023:		
Salary	\$250,000	\$236,029
Superannuation Subsidy (Kiwisaver)	\$7,500	\$6,873
<i>As at 30 June 2023 the annual remuneration package that was being received by the Chief Executive was calculated at \$250,000. This remuneration excludes Kiwisaver contributions.</i>		
Total Chief Executive Remuneration	\$257,500	\$242,902
Council employee remuneration by band	30 June 2023	30 June 2022
<i>Total annual remuneration by band</i>		
Less than \$60,000	58	56
\$60,000 - \$79,999	17	16
\$80,000 - \$99,999	10	10
\$100,000 - \$159,999	10	9
\$160,000 - \$239,999	4	0
\$240,000 - \$259,999	1	1
Total employees	100	92
Council Employee Numbers	30 June 2023	30 June 2022
Number of employees (at 30 June)	Actual	Actual
Full-time employees	50	44
Part-time employees (including casual employees)	50	48
Total employees	100	92
NB - A full-time equivalent is determined on the basis of a 40 hour working week.		
Full-time equivalent employees		
Full-time employees	50	44
Part-time employees (in full-time equivalents)	22	15
Total full-time equivalent employees	72	59

Note 26 Severance Payments

For the year ended 30 June 2023, the Council made one severance payment to employees totalling \$20,000 (2021/22 - one payment totalling \$7,000).

Note 27 Events After the Balance Date

Disclosures – Water services reform programme

The New Zealand Government is implementing a water services reform programme that is intended to ensure all New Zealanders have safe, clean and affordable water services. The Government believes this will be achieved by establishing new public entities to take on the delivery of drinking water, wastewater and stormwater services across New Zealand. The reform will be enacted by three pieces of legislation:

- The Water Services Entities Act 2022, which (as amended by the Water Services Entities Amendment Act 2023 on 23 August 2023) establishes ten publicly owned water services entities and sets out their ownership, governance and accountability arrangements. A water services entity is established (for transitional purposes) on the date on which the appointment of the entity's establishment board takes effect, and its establishment date (operational date) will be a date between 1 July 2024 and 1 July 2026.
- The Water Services Legislation Act 2023, which amended the Water Services Entities Act 2022 on 31 August 2023 to provide for the transfer of water services assets and liabilities to the water services entities.
- The Water Services Economic Efficiency and Consumer Protection Act 2023, which provides the economic regulation and consumer protection framework for water services. The consumer protection framework will come into force on 1 July 2024 and the rest of the Act came into force on 31 August 2023"

Note 28 Financial Instruments

The accounting policies for financial instruments have been applied to the line items below:				
	Council		Group	
	Actual 2022/23 \$000	Actual 2021/22 \$000	Actual 2022/23 \$000	Actual 2021/22 \$000
FINANCIAL ASSETS				
Amortised Cost				
Cash and cash equivalents - Cash	615	3,409	692	3,684
Short Term Deposits	5,000	7,000	5,350	7,250
Receivables	2,594	1,687	2,618	1,691
Community Loan	7,180	7,180	7,180	7,180
LGFA Borrower Notes	725	566	725	566
Total	16,114	19,842	16,565	20,371
Fair value through surplus and deficit				
Other financial assets:				
Bonds and Other Investments	-	-	397	427
Listed shares	600	547	600	547
Total	600	547	997	974
FINANCIAL LIABILITIES				
Financial liabilities at amortised cost				
Payables and deferred revenue	3,303	4,900	3,330	4,909
Borrowings:				
Secured loans	33,700	32,200	33,700	32,200
Total	37,003	37,100	37,030	37,109

Note 29 Explanation of Significant Variances Between Actual and Budget

Explanations for major variations from Council's estimated figures in the 2022/23 Annual Plan are as follows:

Statement of Comprehensive Revenue and Expense

Income is higher than budget due to the following:

- Revenue from subsidies is higher than budget due to the increased amount of expenditure on roading, that was partly subsidised.
- Interest revenue was higher than budget due to the increase in term deposit interest rates.

Expenditure is higher than budget due to the following:

- Personnel costs are higher than budget due to the increase in the number of full time equivalent staff that were required to carry out the functions of council.

Other Comprehensive Revenue and Expense

- Land and buildings assets were revalued at 30 June 2023, which showed a significant increase over the carrying amount, which has been reflected in these accounts.

Statement of Financial Position

- Property, Plant and Equipment is higher than budget, due to the increase in the revaluation of the land and buildings, as at 30 June 2023.
- Current borrowings are higher than budget due to the additional funds council was required to borrow, for various capital projects, being placed on short term maturities, due to advantageous interest rates obtained.
- Reserves are higher than budget as a result of the revaluation of the land and building assets.

Note 30 District Licensing Committee Disclosure

	2022/23	2021/22
<u>Income from Fees:</u>		
Licence Applications	32,268	35,213
Liquor Licencing Authority Levies	-1,795	60
Total Income	30,473	35,273
<u>Expenditure:</u>		
Licencing Inspectors	70,733	52,526
District Licensing Committee Fees	4,963	5,167
Liquor Licencing Authority Levies	-	0
Other operating Costs Relating to Enforcement	4,740	1,303
Total Expenditure	80,436	58,996

This information is provided in accordance with Regulation 19 of the Sale and Supply of Alcohol (Fees) Regulations 2013. This regulation requires Territorial Authorities to prepare a report detailing income from fees, and licencing costs under the Act. This information must be publicly available.

Note 31 Joint Committee – Central Landfill

During the 2017/18 year the Council agreed with South Taranaki District Council (STDC) and New Plymouth District Council (NPDC) tasked with developing a new landfill and operating it following the closure of the Colson Road Landfill. Each Council's share of capital contributions, distribution of any operating surplus or apportionment of any operating deficit has been agreed as follows: NPDC 66.4%, STDC 27.1% and SDC 6.5%. As at 30 June 2023, no additional capital contributions were made (2021/22: \$0 million).

In November 2018, the Joint Committee made the decision to suspend further development of the Central Landfill. Waste is now being disposed of at Bonny Glen, in the Rangitikei District, under a 35 year contract with Midwest Disposals Ltd who operate the landfill. As there was no alternative use for the proposed central landfill in Taranaki, all capital costs incurred have been written off to surplus or deficit. As at 30 June 2023 there are no funds retained by the Central Landfill Joint Committee for Stratford District Council's share of future operational costs (2021/22 \$1,950).

Note 32 Riskpool Update

Stratford District Council was previously a member of the New Zealand Mutual Liability Riskpool scheme ('Riskpool'). The Scheme is in wind down, however the Council has an ongoing obligation to contribute to the scheme should a call be made in respect of any historical claims (to the extent those claims are not covered by reinsurance), and to fund the ongoing operation of the scheme.

The likelihood of any call in respect of historical claims diminishes with each year as limitation periods expire. However, as a result of the Supreme Court decision on 1 August 2023 in Napier City Council v Local Government Mutual Funds Trustee Limited, it has been clarified that Riskpool has a liability for that member's claim in relation to non-weather-tight defects (in a mixed claim involving both weather-tight and non-weather-tight defects). Riskpool has advised that it is working through the implications of the Supreme Court decision. At this point any potential liability is unable to be quantified.

Appendix 1



Funding Impact Statement



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Annual Report 2022-23

Funding Impact Statements

Funding Impact Statement for the year ended 30 June 2023 (Whole of Council)

	Annual Plan 2021/22	Actual 2021/22	Annual Plan 2022/23	Actual 2022/23
	(\$000)	(\$000)	(\$000)	(\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	7,245	7,410	7,848	8,093
Targeted rates	6,705	6,885	6,996	7,053
Subsidies and grants for operating purposes	1,984	999	1,833	2,935
Fees and Charges	2,563	2,399	2,820	2,629
Interest and dividends from investments	206	222	232	419
Local authorities fuel tax, fines, infringement fees, and other receipts	46	78	53	71
Total operating funding (A)	18,749	17,992	19,782	21,200
Applications of operating funding				
Payment to staff and suppliers	14,596	14,857	15,087	16,914
Finance costs	477	552	735	951
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	15,073	15,409	15,822	17,865
Surplus (deficit) of operating funding (A-B)	3,676	2,583	3,959	3,335
Sources of capital funding				
Subsidies and grants for capital expenditure	10,641	10,620	6,688	5,894
Development and financial contributions	-	300	-	97
Increase (decrease) in debt	13,821	10,000	6,221	1,500
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	24,462	20,920	12,910	7,491
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	1,200	6	1,025	2,653
- To improve the level of service	20,614	19,298	9,577	4,730
- To replace existing assets	6,721	5,070	6,813	5,999
Increase (decrease) in reserves	(397)	(869)	(546)	(2,558)
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	28,138	23,506	16,869	10,825
Surplus (deficit) of capital funding (C-D)	(3,676)	(2,586)	(3,959)	(3,335)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement - Note

The funding impact statement is required under the Local Government Act 2002 Schedule and conforms to the Local Government (Financial Reporting) Regulations 2014.

Generally accepted accounting practice does not apply to the preparation of the funding impact statement as stated in Section 111(2) of the Local Government Act.

Funding Impact Statement for the year ended 30 June 2023 (Recreation and Facilities)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	3,046	3,090	3,678	3,584
Targeted rates	17	19	17	18
Subsidies and grants for operating purposes	79	120	-	14
Fees and Charges	496	443	508	673
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	47	32	46	62
Total operating funding (A)	3,686	3,704	4,250	4,351
Applications of operating funding				
Payment to staff and suppliers	2,178	2,362	2,169	3,253
Finance costs	161	151	296	352
Internal charges & overheads applied	809	820	833	923
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	3,149	3,332	3,298	4,528
Surplus (deficit) of operating funding (A-B)	537	372	951	(177)
Sources of capital funding				
Subsidies and grants for capital expenditure	5,700	4,296	16	1,606
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	11,366	10,504	652	(246)
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	17,066	14,800	668	1,360
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	16,877	14,870	673	2,276
- To replace existing assets	161	131	6	33
Increase (decrease) in reserves	565	172	940	(1,125)
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	17,603	15,172	1,620	1,184
Surplus (deficit) of capital funding (C-D)	(537)	(372)	(952)	176
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Roading)

	Long Term Plan 2021 for 2021/22	Actual 2021/22	Long Term Plan 2022/23	Actual 2022/23
	(\$000)	(\$000)	(\$000)	(\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties *	(10)	(10)	(9)	(25)
Targeted rates	3,203	3,231	3,026	3,117
Subsidies and grants for operating purposes	1,905	1,776	1,911	2,343
Fees and Charges	633	480	648	546
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	19	93	19	101
Total operating funding (A)	5,750	5,569	5,595	6,081
Applications of operating funding				
Payment to staff and suppliers - see note below	3,533	3,677	3,557	4,452
Finance costs	2	-	6	5
Internal charges & overheads applied	379	368	389	419
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	3,913	4,045	3,952	4,875
Surplus (deficit) of operating funding (A-B)	1,837	1,523	1,643	1,205
Sources of capital funding				
Subsidies and grants for capital expenditure	3,541	2,746	3,443	3,685
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	134	-	231	-
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	3,675	2,746	3,674	3,685
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	350	479	619	1,228
- To replace existing assets	5,413	4,240	4,983	5,033
Increase (decrease) in reserves	(251)	(450)	(285)	(1,371)
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	5,512	4,270	5,317	4,889
Surplus (deficit) of capital funding (C-D)	(1,837)	(1,524)	(1,643)	(1,205)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Water Supply)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	-	-	-	-
Targeted rates	1,810	1,908	1,831	2,129
Subsidies and grants for operating purposes	-	-	-	-
Fees and Charges	-	-	-	-
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	25	20	25	39
Total operating funding (A)	1,836	1,928	1,856	2,168
Applications of operating funding				
Payment to staff and suppliers	736	754	698	643
Finance costs	170	184	179	268
Internal charges & overheads applied	501	500	515	587
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	1,407	1,438	1,391	1,498
Surplus (deficit) of operating funding (A-B)	429	490	464	670
Sources of capital funding				
Subsidies and grants for capital expenditure	1,400	2,151	1,025	240
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	144	1,020	628	579
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	1,544	3,171	1,653	819
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	1,780	3,578	1,904	688
- To replace existing assets	695	375	812	423
Increase (decrease) in reserves	(502)	(292)	(599)	377
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	1,973	3,660	2,117	1,489
Surplus (deficit) of capital funding (C-D)	(429)	(489)	(464)	(670)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Waste Water)

	Long Term Plan 2021 for 2021/22	Actual 2021/22	Long Term Plan 2022/23	Actual 2022/23
	(\$000)	(\$000)	(\$000)	(\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	-	-	-	-
Targeted rates	936	979	985	904
Subsidies and grants for operating purposes	-	-	-	-
Fees and Charges	73	57	75	38
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	13	10	13	20
Total operating funding (A)	1,022	1,045	1,073	961
Applications of operating funding				
Payment to staff and suppliers	452	312	428	322
Finance costs	42	26	53	41
Internal charges & overheads applied	254	253	261	300
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	747	591	742	663
Surplus (deficit) of operating funding (A-B)	275	454	331	298
Sources of capital funding				
Subsidies and grants for capital expenditure	-	-	-	-
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	724	147	266	254
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	724	147	266	254
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	800	188	362	92
- To replace existing assets	213	48	252	426
Increase (decrease) in reserves	(15)	365	(17)	33
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	998	600	597	551
Surplus (deficit) of capital funding (C-D)	(274)	(454)	(331)	(299)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Storm Water)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	356	357	367	430
Targeted rates	-	-	-	-
Subsidies and grants for operating purposes	-	-	-	-
Fees and Charges	-	-	-	-
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	7	5	7	10
Total operating funding (A)	363	362	373	440
Applications of operating funding				
Payment to staff and suppliers	63	68	59	50
Finance costs	22	15	27	21
Internal charges & overheads applied	132	131	136	157
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	217	214	222	228
Surplus (deficit) of operating funding (A-B)	146	148	151	211
Sources of capital funding				
Subsidies and grants for capital expenditure	-	-	-	-
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	212	36	242	43
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	212	36	242	43
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	252	64	292	72
- To replace existing assets	53	5	55	-
Increase (decrease) in reserves	52	115	46	182
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	358	184	393	254
Surplus (deficit) of capital funding (C-D)	(146)	(148)	(151)	(211)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Solid Waste)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	19	19	20	25
Targeted rates	756	767	780	903
Subsidies and grants for operating purposes	-	-	-	-
Fees and Charges	108	153	110	213
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	8	6	8	12
Total operating funding (A)	890	944	918	1,153
Applications of operating funding				
Payment to staff and suppliers	682	789	704	761
Finance costs	20	20	19	25
Internal charges & overheads applied	152	150	156	171
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	853	959	879	957
Surplus (deficit) of operating funding (A-B)	37	(15)	38	196
Sources of capital funding				
Subsidies and grants for capital expenditure	-	-	-	-
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	(36)	(36)	(35)	(35)
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	(36)	(36)	(35)	(35)
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	-	7	-	10
- To replace existing assets	-	-	10	-
Increase (decrease) in reserves	-	(58)	(8)	151
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	-	(51)	2	161
Surplus (deficit) of capital funding (C-D)	(36)	15	(37)	(196)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Democracy)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	1,074	1,077	1,172	1,158
Targeted rates	-	-	-	-
Subsidies and grants for operating purposes	-	-	-	10
Fees and Charges	70	102	70	168
Internal charges and overheads recovered	1,368	1,477	1,403	1,635
Local authorities fuel tax, fines, infringement fees, and other receipts	34	26	34	53
Total operating funding (A)	2,547	2,682	2,678	3,024
Applications of operating funding				
Payment to staff and suppliers	1,874	2,012	1,986	2,222
Finance costs	-	-	-	-
Internal charges & overheads applied	673	698	692	746
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	2,547	2,710	2,678	2,968
Surplus (deficit) of operating funding (A-B)	-	(27)	-	56
Sources of capital funding				
Subsidies and grants for capital expenditure	-	-	-	-
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	-	-	-	-
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	-	-	-	-
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	-	-	-	-
- To replace existing assets	189	193	225	227
Increase (decrease) in reserves	(189)	(220)	(225)	(171)
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	-	(27)	-	56
Surplus (deficit) of capital funding (C-D)	-	27	-	(56)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Community Development)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	1,243	1,244	1,402	1,139
Targeted rates	-	-	-	-
Subsidies and grants for operating purposes	-	261	-	377
Fees and Charges	623	855	625	773
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	21	17	21	33
Total operating funding (A)	1,887	2,377	2,048	2,322
Applications of operating funding				
Payment to staff and suppliers	1,224	1,365	1,316	1,376
Finance costs	59	43	56	57
Internal charges & overheads applied	476	483	490	521
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	1,759	1,891	1,862	1,955
Surplus (deficit) of operating funding (A-B)	128	485	186	367
Sources of capital funding				
Subsidies and grants for capital expenditure	-	-	-	-
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	1,200	(3)	910	(56)
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	1,200	(3)	910	(56)
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	1,200	6	1,025	2,142
- To improve the level of service	556	192	549	25
- To replace existing assets	-	-	-	-
Increase (decrease) in reserves	(428)	284	(478)	(1,855)
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	1,328	482	1,096	312
Surplus (deficit) of capital funding (C-D)	(128)	(485)	(186)	(368)
Funding balance ((A-B) + (C-D))	0	0	0	0

Funding Impact Statement for the year ended 30 June 2023 (Environmental Services)

	Long Term Plan 2021 for 2021/22 (\$000)	Actual 2021/22 (\$000)	Long Term Plan 2022/23 (\$000)	Actual 2022/23 (\$000)
Sources of operating funding				
General rates, uniform annual general charges, rates penalties	1,499	1,505	1,547	1,652
Targeted rates	-	-	-	-
Subsidies and grants for operating purposes	-	-	-	-
Fees and Charges	561	800	590	749
Internal charges and overheads recovered	-	-	-	-
Local authorities fuel tax, fines, infringement fees, and other receipts	49	38	48	75
Total operating funding (A)	2,109	2,343	2,186	2,476
Applications of operating funding				
Payment to staff and suppliers	1,131	1,395	1,180	1,400
Finance costs	1	1	1	2
Internal charges & overheads applied	969	997	997	1,065
Other operating funding applications	-	-	-	-
Total applications of operating funding (B)	2,101	2,395	2,178	2,468
Surplus (deficit) of operating funding (A-B)	8	(52)	8	8
Sources of capital funding				
Subsidies and grants for capital expenditure	-	-	-	-
Development and financial contributions	-	-	-	-
Increase (decrease) in debt	(2)	(2)	(2)	(2)
Gross proceeds from sale of assets	-	-	-	-
Lump sum contributions	-	-	-	-
Other dedicated capital funding	-	-	-	-
Total sources of capital funding (C)	(2)	(2)	(2)	(2)
Applications of capital funding				
Capital expenditure to:				
- To meet additional demand	-	-	-	-
- To improve the level of service	-	-	-	-
- To replace existing assets	-	-	-	-
Increase (decrease) in reserves	6	(54)	5	6
Increase (decrease) in investments	-	-	-	-
Total applications of capital funding (D)	6	(54)	5	6
Surplus (deficit) of capital funding (C-D)	(8)	52	(7)	(8)
Funding balance ((A-B) + (C-D))	0	0	0	0

Annual Report Disclosure Statement

Annual report disclosure statement for year ending 30 June 2023.

What is the purpose of this statement?

The purpose of this statement is to disclose the council's financial performance in relation to various benchmarks to enable the assessment of whether the council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.

The council is required to include this statement in its annual report in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the regulations). Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Rates affordability benchmark

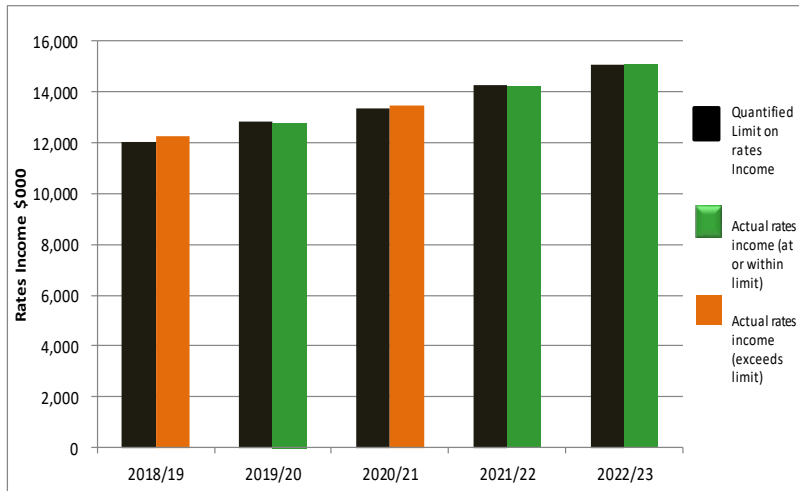
The council meets the rates affordability benchmark if –

- its actual rates income equals or is less than each quantified limit on rates; and
- its actual rates increases equal or are less than each quantified limit on rates increases.

Rates (income) affordability

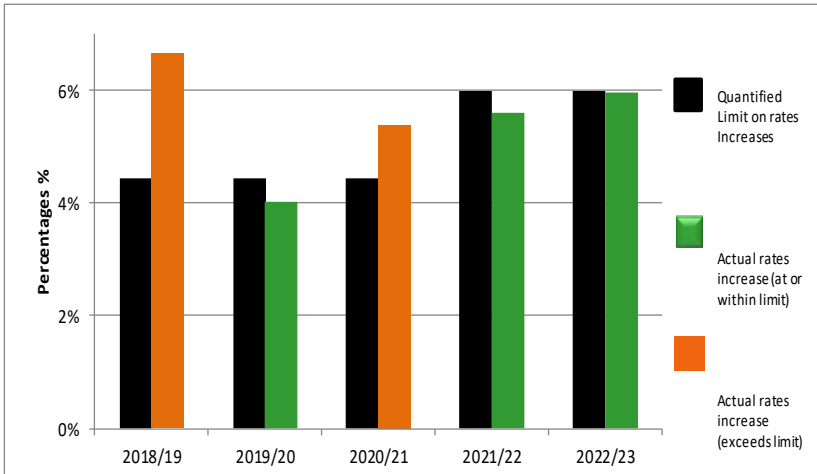
The following graph compares the Council's actual total rates income with the quantified limit on rates income as per the LTP 2021 which is previous years rates plus 6% (previous years was the previous years rates plus 4.45%).

The breach in 2020/21 was approved by council as part of the 2018-2028 Long Term Plan and was a result of anticipated higher interest and depreciation expenditure as a result of new capital projects. The limit of \$13,317,000 was exceeded by \$119,000.



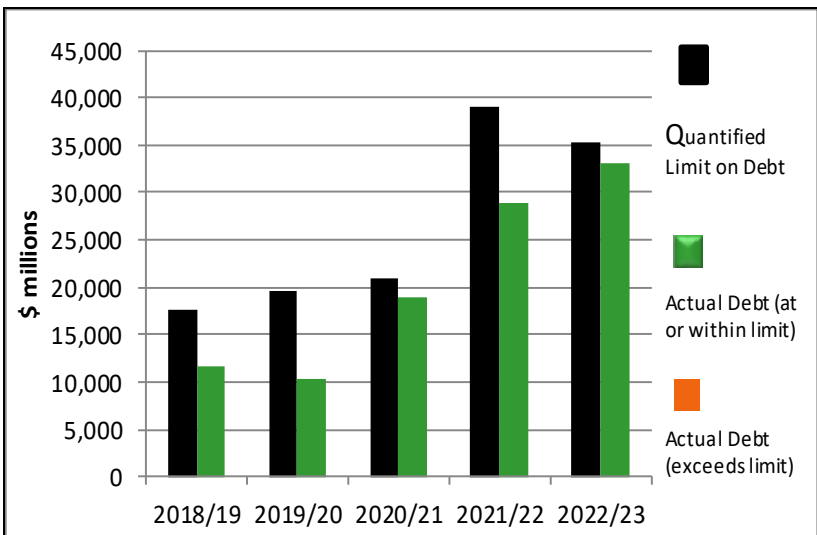
Rates (increases) affordability

The following graph compares the year-on-year actual, and the LTP limit (6% in 2021/22 previous year 4.45%), percentage increase in the Council's total rates income. The percentage increase limit is calculated using the increase in income from the previous year. The limit of 4.45% was exceeded in 2020/21 by an actual rates increase of 5.39%.



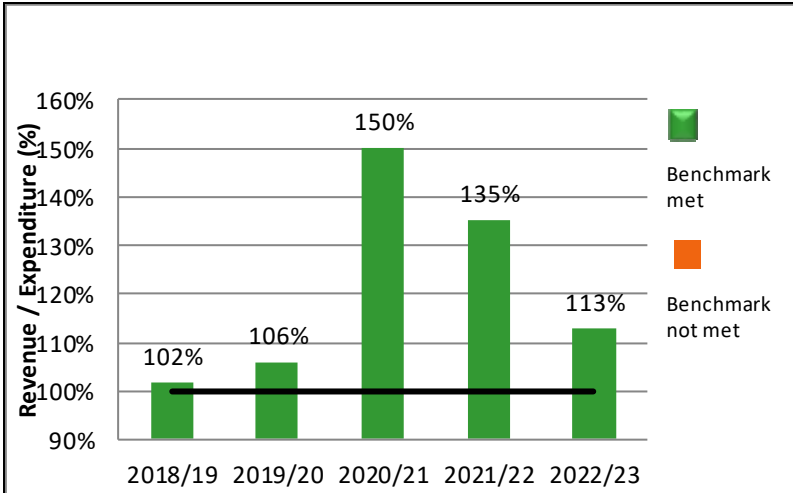
Debt affordability benchmark

The following graph compares the Council's actual borrowing with a quantified limit on borrowing stated in the financial strategy included in the Council's Long Term Plan. The quantified limit is net debt (total borrowings minus cash holdings) to operating revenue (excludes vested assets) will be less than 130%, expressed in \$ terms.



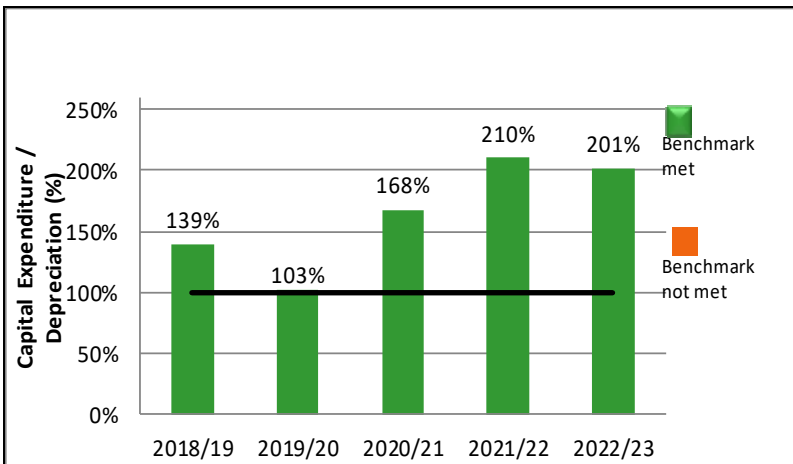
Balanced budget benchmark

The following graph displays the council's revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment) as a proportion of operating expenses (excluding losses on derivative financial instruments and revaluations of property, plant, or equipment). Revenue is a lot higher in proportion to expenditure in 2020/21 and 2021/22 due to the high amount of grant funding received and subdivision section sales.



Essential services benchmark

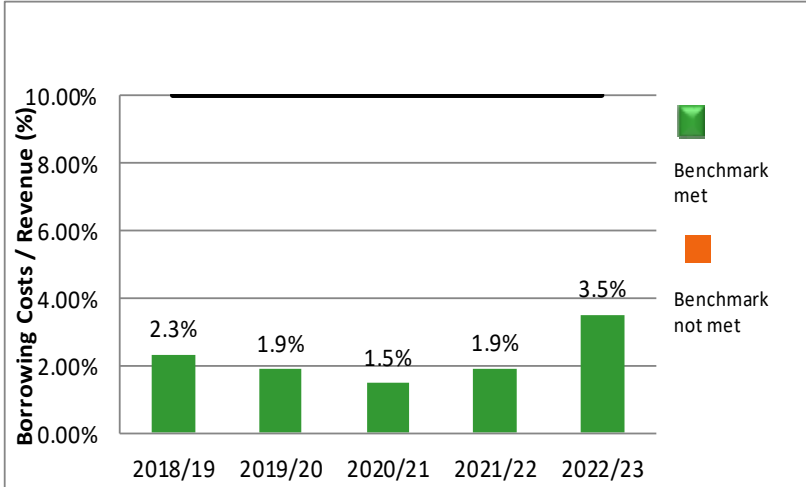
The following graph displays the council's capital expenditure on network services as a proportion of depreciation on network services. The council meets this benchmark if its capital expenditure on network services equals or is greater than depreciation on network services.



Debt servicing benchmark

The following graph displays the council's borrowing costs as a proportion of revenue (excluding development contributions, financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment).

Because Statistics New Zealand projects the council's population will grow more slowly than the national population growth rate, it meets the debt servicing benchmark if its borrowing costs equal or is less than 10% of its revenue.

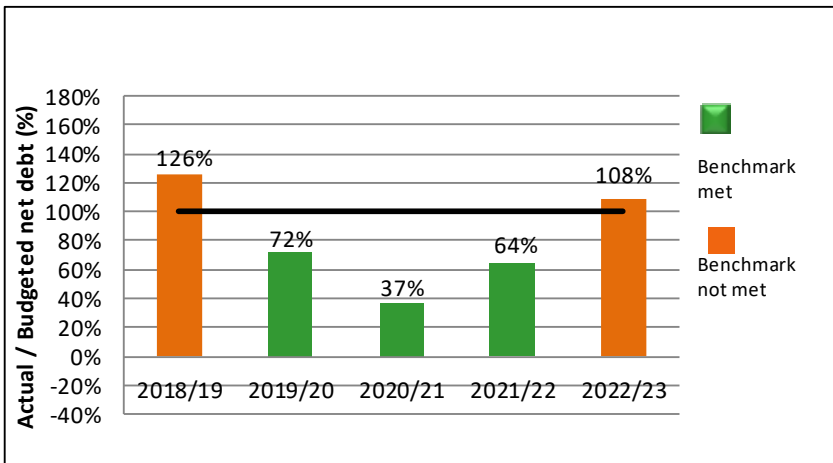


Debt control benchmark

The following graph displays the council's actual net debt as a proportion of planned net debt. In this statement, net debt means financial liabilities less financial assets (excluding trade and other receivables). The council meets the debt control benchmark if its actual net debt equals or is less than its planned net debt.

In 2018/19, property asset sales, including subdivision sales, were expected to come through but due to delays, the sales receipts are in 2019/20 and 2020/21.

For 2022/23, the year end balance of term deposits affecting net debt was temporarily at \$5m instead of \$6m due to timing of contractor payments.



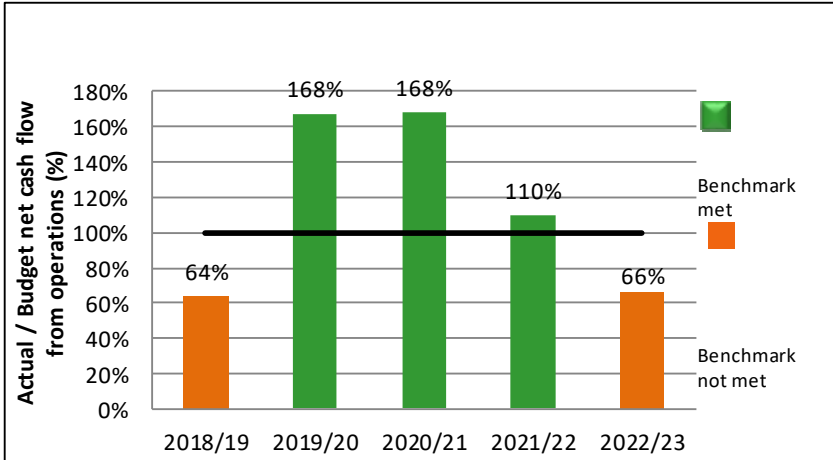
Prior years have been updated to reflect correct values.

Operations control benchmark

This graph displays the council's actual net cash flow from operations as a proportion of its planned net cash flow from operations as per the Statement of Cash Flows. The council meets the operations control benchmark if its actual net cash flow from operations **equals or is greater** than its planned net cash flow from operations.

In 2018/19 the Council did not achieve the benchmark due to grants revenue of \$4m relating to a capital expenditure project not materialising. This contributed significantly to net cash from operating activities being \$8.4m for the year, instead of the \$5.0m planned.

In 2022/23, the Council did not achieve the benchmark as expenditure was higher than anticipated.



Audit Report

INFORMATION REPORT



F22/55/04 – D23/39971

To: Council
From: Corporate Accountant
Date: 2 October 2023
Subject: Percy Thomson Trust – Annual Report 2022/23

Recommendation

THAT the Percy Thomson Trust Annual Report for the year ended 30 June 2023 be received.

Recommended Reason

The Percy Thomson Trust is a Council Controlled Organisation of the Stratford District Council and the audit of their Annual Report for the year ended 30 June 2023 was completed by Deloitte.

/_____
Moved/Seconded

1. Purpose of Report

To present the Annual Report for the year ended 30 June 2023 for Percy Thomson Trust to Council. This report must be delivered to the shareholders (Council) within 3 months after the end of each financial year (30 September, or if this date falls on a weekend, the next business day) and requires the Auditor's Report to be included. The Report was delivered to Council (Chief Executive and District Mayor) on 2 October 2023, via email.

2. Executive Summary

The Annual Report of the Percy Thomson Trust was audited by Deloitte. The Percy Thomson Trust is a Council Controlled Organisation of the Stratford District Council and its performance forms part of Council's group financial statements as recorded in Council's Annual Report.

Revenue for the year was less than budget, primarily due to the availability of external grant funding at the moment. Total expenditure was over budget, as a direct result of the significant increase in audit fees, and an increase in the repairs and maintenance for the building.

Of the four performance measures, two were achieved. The two that were not achieved were as follows:

- The number of visitors to the gallery was 18,684, compared to the target of 20,000, however was an increase on the previous year of 14,646 visitors
- The trust is in the process of becoming a member of the New Zealand Plant Conservation Network, which is an alternative way to deliver the herbarium, however has not achieved membership yet due to other priorities.

This is the second year that Deloitte has performed the audit on behalf of the Auditor-General. It seemed to be very time consuming, with a big focus on the valuations of the property investments.

However an unmodified audit opinion has been received.

3. Local Government Act 2002

Under section 10 of the Local Government Act 2002, the Council's purpose is to "enable democratic local decision making by and on behalf of communities; as well as promoting the social, economic, environmental, and cultural well-being of communities now and into the future"			
Does the recommended option meet the purpose of the Local Government 4 well-beings? And which:			Yes
Social	Economic	Environmental	Cultural
✓	✓		✓

4. Background

The Local Government Act 2002 defines entities in which the Council has more than a 50 percent shareholding, or the ability to appoint more than 50 percent of the Trustees/Directors, as a Council Controlled Organisation. The Percy Thomson Trust (the Trust) meets the criteria of a CCO as Council appoints all Trustees to the Percy Thomson Trust. The Trust operates on an independent basis at arm's length from the Council, and Council monitors the performance of the Trust.

5. Information Summary

5.1 Trustee and Staff Changes

In March 2023 Gloria Webby resigned from her position as a trustee, and Councillor Ellen Hall was appointed in May 2023 as her replacement.

5.2 Exhibitions

During the year the gallery was fully booked for exhibitions. Some exhibitions that were delivered include the following:

National –

1. *The Adam Portraiture Award*
2. *Don't Judge a Book by its Cover*

Regional –

1. *Freed up in lockdown – Ewan McDougall/ Double Edge Sword – Dwayne Duthie*
2. *Professional Weavers Network – Daughters of Eve*
3. *Kahui Mareikura – Indigenous Sisters*

Local –

1. *Emergence – Award for Young Taranaki Artists*
2. *Taranaki Arts Trail – Preview exhibition*
3. *Stratford Art Society*
4. *Creative Fibre*

The gallery is booked well into 2024 and includes local and national exhibitions.

5.3 Financial Statements

The Trust had a net deficit from operations of \$120,000 (after accounting for depreciation) for the 2022/23 financial year, compared to a budgeted deficit of \$81,000.

The land and buildings were revalued as at 30 June 2023, which resulted in a gain on the valuation of these assets, of \$702,000. Total financial assets reduced from \$452,000 last year to \$427,000 at 30 June 2023. The bank account balance has reduced at 30 June 2023 as further funds were placed on short term deposits, to take advantage of increasing interest rates.

In 2021/22, the annual report audit fee was \$7,451, however this year they have increased to \$24,740, being an increase of 230%. Deloitte stated that this was partly

due to the revaluation of the land and buildings that was undertaken as at 30 June 2023, and the work involved on the property investments.

The Trust have also spent considerable time considering options on the roof of the building, as the cost of repairs and maintenance continually increases, due to leaks and other maintenance issues. There is now a monthly maintenance programme in place, while a long term solution is decided on.

6. Strategic Alignment

6.1 Direction

The Annual Report (including the Audit Opinion from Deloitte) is a statutory requirement, as is the requirement to deliver the report to council.

6.2 Annual Plan and Long Term Plan

The recommendation does not have any implications concerning the Long Term Plan

6.3 District Plan

The recommendation does not have any implications concerning the Long Term Plan.

6.4 Legal Implications

There are no legal implications.

6.5 Policy Implications

There are no policy implications

Attachments:

Appendix 1 - Percy Thomson Trust Annual Report



Christine Craig
Corporate Accountant



[Endorsed by]
Tiffany Radich
Director – Corporate Services



[Approved by]
Sven Hanne
Chief Executive

Date: 3 October 2023

Appendix 1



PERCY THOMSON TRUST

• Percy Thomson Gallery • Percy Thomson Arboretum • Percy Thomson Herbarium

PERFORMANCE REPORT
FOR THE YEAR ENDED
30 JUNE 2023

PERCY THOMSON TRUST

Performance report for the year ended 30 June 2023

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PERCY THOMSON TRUST – CHAIRMAN'S REPORT

For the year ended 30 June 2023

On behalf of the Trust, it is my pleasure to present the report for the twelve months ended 30 June 2023. The 2022 year was characterised by the flow on effects of Covid, but 2023 saw continued improvements with the gallery returning to near normal visitor levels, Laura's first full year as Gallery Director, and upgrade work at the Arboretum.

Particular concerns have come to the fore concerning the Gallery building with the condition of the roof of concern; and there has been continued pressures on income with limitations on the ability to source grant funding as outlined previously.

Financials

The Statement of Financial performance shows a deficit of \$120,000. This compares with a budgeted deficit of \$81,000 and the actual deficit in 2022 of \$76,000. The negative variance of \$39,000 against budget came from lower grant income by \$10,000; increased audit fee of \$18,000; and increased repairs and maintenance of the Gallery building by \$11,000.

From a cash flow point of view, after adding back depreciation and allowing for capital expenditure there was a reduction in total funds of \$123,000 being the cash operating deficit of \$39,000 and capital expenditure in the development of the Arboretum of \$63,000 and plant and equipment (air conditioning unit, foyer blinds and scissor lift) in the gallery.

The overall equity position however received quite a boost with a lift of \$702,000 from the property revaluation. Total equity now stands at \$3,380,000.

Gallery Operations

Visitor numbers at the gallery continued to return to more normal levels. Whilst visitor numbers of 18,684 were still below the 20,000 KPI, they were 27.5% ahead of the 2022 level. The upward trend has continued into the now current financial year.

The exhibition programme has continued to be innovative and thought provoking and offering a valuable outlet for local artists.

Investment Funds and Cash Balances

The Investment portfolio of the Trust is summarised as follows:

Category	Book Value @ 30/6/23	Book Value @ 30/6/22
Bank Balances	77,000	275,000
Trading Bank Term Deposits	350,000	250,000
Bonds	30,000	55,000
Commercial Property through Proportionate Ownership Schemes and Property Investment Funds	397,000	397,000
Total	\$854,000	\$977,000

The reduction in bonds is from the maturity of a bond holding but replaced with further funds on Term Deposit to take advantage of better rates offered by the TSB. In 2022 one holding was sold to take advantage of a capital profit, however we took no further steps in this direction in 2023 having decided to preserve the capital profits for the time being.

The decision to participate in the various schemes and funds has the following objectives:

- To increase the cash investment returns of the overall invested funds given the reducing returns available from Bank Term Deposits and other fixed interest bonds;
- The opportunity for capital growth in these investments.

Further, in seeking such investments particular criteria included:

- The quality of the respective buildings
- The quality and security of the tenancies within each property

- The quality and experience of the managers of the respective properties

The breakdown of these investments is:

Property held by Investment Fund	Original Investment (as per Statement of Financial Position)	Market Value (as at Balance Date of the investments of 31 March 2023)	Market Value (as at Balance Date of the investments of 31 March 2022)	Cash Income Return on Original Investment	Summary of Tenancies
Bush Road, Albany, Auckland – light industrial	125,000	321,930	330,420	6.80% (2022 6.8%)	- Thermo Fisher Scientific – 100%
Osterley Way, Manukau, Auckland – office building	50,000	61,628	75,319	8.69% (2022 9.25%)	- IRD – 98% - Other – 2%
Todd Park, Porirua, Wellington – light office/industrial complex	72,000	122,516	130,678	5.92% (2022 7.80%)	- Placemakers 16.38% - NZ Post (exHannah's) 10.36% - Hexatronic 18.63% - Anderson & Flowers 12.53% - Mitsubishi Motors 15.86% - Fusion Interiors 10.63% - Conroy Removals 6.36% - Downer NZ 4.32% - NZ Post 2.82% - Whanau Manaaki Kindergarten 1.77% - Other 0.34%
Cameron Road, Tauranga – Office building and retail	50,000	43,914	59,398	5.92% (2022 7.80%)	- Tauranga City Council 55.11% - IRD 38.33% - Other (3) – retail & office 6.56%
Centuria NZ Industrial Fund – light industrial mainly in Auckland (Name change from Augusta Industrial Fund)	100,000	155,937	176,385	6.16% (2022 6.65%)	The 48 tenants in 21 properties across three cities but weighted 73% to Auckland include Toll, Repco, Linfox, Fujitsu, Fletcher Building Steel Group, Macpac, Vulcan Steel, and Halls Refrigeration Transport (Icepak), D&H Steel Construction, Graphic Packaging, and TCI NZ. Overall occupancy is 96%.
Total	\$397,000	\$705,925	\$772,200	Average 6.77% (2022 7.13%)	
		(16.4% increase)	(16.4% increase on 2021)		

The overall economic situation, especially rising interest rate, has had an effect on the overall cash returns and on the valuations. The rising interest rates on bank borrowings has reduced funds available for distribution – hence the average cash return reducing from 7.13% to 6.77%.

The overall market values of the investments has seen some reduction reflecting the average reduction in the weighted average tenancy terms and increased capitalisation rates. However, the overall portfolio remains strong standing at 78% above the original investment costs.

Building Works

The Trustees have spent time considering the situation with the Gallery Building roof. There are issues with leakages from the internal gutters. Indications are that we should be considering a roof replacement in the not too distant future. For the time being we have located the major issues and upgraded the monthly maintenance schedule to minimise problems whilst we look at longer term solutions.

Other Responsibilities

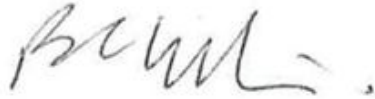
- **The Arboretum.** New developments have been completed to enhance the visitor experience.
- **The Herbarium.** The web site continues to be operational, although it is no longer able to be updated. We are now reviewing whether or not our remit for the herbarium has been concluded.

Summary

The Trust has now been in existence for over 20 years so we have set in process a strategic review to focus on the Trust's current operations and on our relationship with the District Council. Our aim is to bring a discussion document to Council over the next few months to enable each party to consider a reset.

I acknowledge the work of the trustees and in particular Gloria Webby who retired from her position in March. We also acknowledge Laura, our Gallery Director, Amy, the Gallery assistant, Christine Craig and her team at the Council for administrative support, and the volunteers without whom the operation of the gallery would become most difficult.

The Trust continues to make an important contribution to the life and culture of the District. Our stewardship of Percy Thomson's legacy is our key role and we acknowledge the support of the Council and the Taranaki Electricity Trust, the Taranaki Foundation and the Toi Foundation in making this happen.

A handwritten signature in black ink, appearing to read 'Bruce Ellis', with a small flourish at the end.

Bruce Ellis
Chairman

PERCY THOMSON TRUST – ENTITY INFORMATION

Legal name

Percy Thomson Trust (the Trust).

Type of entity and legal basis

The Trust is incorporated in New Zealand under the Charitable Trusts Act 1957. The Trust is controlled by Stratford District Council and is a council-controlled organisation as defined in section 6 of the Local Government Act 2002.

The Trust's purpose or mission

The primary objectives of the Trust are to provide the Percy Thomson Gallery, Percy Thomson Arboretum and Percy Thomson Herbarium in accordance with the bequest left by the late Percy Thomson, and to be responsible for the ongoing maintenance of these assets.

Structure of the Trust's operations, including governance arrangements

The Trust comprises a Board of 7 Trustees who oversee the governance of the Trust, including a Chairman who is responsible for the day-to-day operations of the Trust and reporting to the Trustees, and six other voluntary members who support the Chairman in delivering against the Trust's objectives. At least 50% of the Trustees shall not be current elected members of the Stratford District Council.

Main sources of the Trust's cash and resources

An operating grant received from the Stratford District Council, investment income, and other forms of grant revenue are the primary sources of funding to the Trust.

Outputs

The Trust owns and maintains the building in which the gallery is situated and all expenses relating to this are incurred by the Trust. The Trust also promotes and exhibits various forms of art works in the gallery, and exhibition costs are also a major output for the Trust.

PERCY THOMSON TRUST – BOARD

Chairman: Bruce Ellis

Trustees: Jim Clarkson
Helen Cloke
Deborah Clough
Christine Craig
Doug Robinson
Gloria Webby resigned 16 March 2023
Ellen Hall appointed 9 May 2023

PERCY THOMSON TRUST – STAFF

As at 30 June 2023

Gallery Director – Laura Campbell

Gallery Assistant – Amy Hill

Part-time Gallery Assistants

- Donna Hitchcock
- Carina McQueen
- Gayleen Schrider
- Jacqueline McCluggage
- Justin Morgan
- Michelle Rowland

PERCY THOMSON TRUST – PERFORMANCE

Statement of Service Performance

Nature and Scope of the Activities

The Percy Thomson Trust covers three activities, the Art Gallery, the Arboretum, and the Herbarium.

The Thomson Gallery is located in Prospero Place, the arboretum on Cloten Road near the intersection with Ariel Street, and the herbarium at the website www.taranakiplants.net.nz.

The Thomson Gallery is Stratford's public art gallery and was opened in June 2002. The gallery contains both exhibition areas and work areas for use by local artists and community art groups. The gallery provides an active programme of exhibitions and events that is both internally generated and toured from other art collections.

The gallery's main display area totals 178 m² which can be comfortably partitioned into two areas of 116 m² and 62 m² respectively.

Objects of the Trust

The objects for which the Trust is established are, to the extent that they are a Charitable Purpose within New Zealand, as follows:

- to receive the Thomson Arboretum, the Thomson Herbarium and the Thomson Gallery and to be responsible for the on-going establishment and maintenance of an arboretum, herbarium and art gallery in Stratford;
- to manage the Trust Facilities and to create, acquire, promote, exhibit and manage the collections for the benefit of the inhabitants of the Stratford District and the public generally;
- to endeavour to achieve the objectives the Council sets for the delivery of services in respect of the Trust Facilities as negotiated and set out in the Statement of Intent;
- to implement the Council's policy as revised from time to time for the development and enhancement of the Trust Facilities with an emphasis on Stratford and in accordance with the Charter, Business Plan and Strategic Plan;
- to provide advice to the Council on the Council's long term policy for the development of gallery services in Stratford;
- to establish exhibition programmes and education policies for the Trust Facilities;
- to develop acquisition, de-accession and collection development policies for the Trust;
- to provide all financial, administration, marketing, technology and services required for the Trust Facilities;
- to determine charges for viewing or using any of the Trust Facilities and the Collections with a view to generating appropriate revenue and encouraging public enjoyment and utilisation of the Trust Facilities and Collections;
- to house and care for any art collections, antiquities or other articles acquired by, loaned, created or otherwise made available to the Trust and particularly to preserve and maintain the Collections (subject to any de-accession policies developed by the Trustees);
- to lease land or other assets where the Trustees determine that such land or other assets can be used in conjunction with the Trust Facilities or to promote the objectives of the Trust;
- to solicit and raise funds and carry out such activities as are necessary or conducive for the carrying out and giving effect to the objects of the Trust.
- to encourage and foster liaison and co-operative activities with related facilities, particularly those in the Stratford district; and
- generally to do all acts, matters and things that the Trustees consider may advance the objects of the Trust.

For the avoidance of doubt, the objects of the Trust expressed above are set out in no particular order or priority and do not include an intention or purpose that the Trust operates a trading undertaking with the intention or purpose of making a profit, but rather that the Trustees fairly and efficiently manage the Trust Fund, the Trust Facilities and the Collections for the benefit of the people of Stratford District.

PERCY THOMSON TRUST – PERFORMANCE

The Trust's objects shall only be carried out in, or to benefit people in the Stratford District. The Trustees may carry out activities outside the Stratford District to promote the Trust or the Trust's activities but only if they believe that such activities will be for the ultimate benefit of people in the Stratford District.

Level of Service	Performance Measures	Actual 2022/23	Target 2022/23
Delivery of art exhibitions	Deliver proposed art exhibitions which will include local, regional and at least 1 National.	<p><i>Achieved:</i> All exhibitions were able to be delivered.</p> <p>Art exhibitions that were delivered throughout the year included the following:</p> <p>National –</p> <ol style="list-style-type: none"> 1. The Adam Portraiture Award 2. Don't Judge a Book by its Cover <p>Regional –</p> <ol style="list-style-type: none"> 1. Freed up in lockdown – Ewan McDougall/ Double Edge Sword – Dwayne Duthie 2. Professional Weavers Network – Daughters of Eve 3. Kahui Mareikura – Indigenous Sisters <p>Local –</p> <ol style="list-style-type: none"> 1. Emergence – Award for Young Taranaki Artists 2. Taranaki Arts Trail – Preview exhibition 3. Stratford Art Society 4. Creative Fibre <p>((2021/22) – Achieved)</p>	Deliver proposed art exhibitions which will include local, regional and at least 1 National.
	Number of visitors to the Gallery to be not less than 20,000 per year.	<p><i>Not Achieved:</i> There were 18,684 visitors for the year. This is an increase on the previous year as people are now attending more events, and the New Zealand borders have opened, which brings in international visitors once again.</p> <p>(2021/22 – Not Achieved – 14,646)</p>	>20,000
Development and maintenance of arboretum	Develop and maintain the arboretum to the standards in the facilities management contract	<p><i>Achieved:</i> The arboretum has been maintained by Stratford District Council on behalf of the Trust, and meets the standards in accordance with the Facilities Management Contract between Stratford District Council and its contractors. The planting programme was also maintained, and continued on in conjunction with the plantings/replacement of native trees.</p> <p>(2021/22) - Achieved)</p>	Develop and maintain the arboretum to the standards in the facilities management contract
Delivery of Herbarium	Develop and maintain the relationship with the New Zealand Plant Conservation Network.	<p><i>Not Achieved:</i> The Trust are in the process of becoming a member of the New Zealand Plant Conservation Network, and this will be completed in 2023/24.</p> <p>(2021/22 – Not achieved – The trust has just reviewed the arboretum, in conjunction with the Windsor Park Reserve Management Plan, and an alternative method of delivery of the herbarium will be undertaken in 2022/23 as a result of the arboretum review.</p>	Develop and maintain the relationship with the New Zealand Plant Conservation Network.

PERCY THOMSON TRUST – PERFORMANCE



PERCY THOMSON TRUST – PERFORMANCE



PERCY THOMSON TRUST – FINANCIAL STATEMENTS

STATEMENT OF FINANCIAL PERFORMANCE FOR YEAR ENDED 30 JUNE 2023

	Note	Actual 2022/23 \$000	Budget 2022/23 \$000	Actual 2021/22 \$000
Revenue				
Funding from central or local government	1	50	50	50
Revenue from non-governmental sources for providing goods or services		46	99	44
Donations, fundraising and other similar revenue	1	45	-	13
Interest, dividends and other investment revenue		44	40	40
Other revenue	1	29	40	66
Total Revenue		214	229	212
Expenses				
Employee related costs	2	121	107	117
Costs related to providing goods or services	2	104	112	84
Other expenses	2	109	91	87
Total Expenses		334	310	288
(Deficit) from operations		(120)	(81)	(76)
Gain on revaluation of property, plant and equipment		702	-	-
Surplus (Deficit) for the year		582	(81)	(76)

Explanations of significant variances against budget are detailed in note 9.



B Ellis
CHAIRMAN



C Craig
TRUSTEE

PERCY THOMSON TRUST – FINANCIAL STATEMENTS

STATEMENT OF FINANCIAL POSITION AS AT 30 JUNE 2023

	Note	Actual 2022/23 \$000	Budget 2022/23 \$000	Actual 2021/22 \$000
Assets				
Current Assets				
Bank accounts and cash	3	77	128	275
Debtors and prepayments	3	22	10	4
Investments	3	380	250	275
Total Current Assets		479	388	554
Non-Current Assets				
Property, plant and equipment	4	2,539	1,930	1,832
Non-current investments	3	397	502	427
Total Non-Current Assets		2,936	2,432	2,259
Total Assets		3,415	2,819	2,813
Liabilities				
Current Liabilities				
Creditors and accrued expenses	3	27	5	9
Employee costs payable	3	8	2	6
Total Current Liabilities		35	7	15
Total Liabilities		35	7	15
Total Assets less Total Liabilities (Net Assets)		3,380	2,812	2,798
Accumulated Funds				
Capital contributed by owners or members	5	0.1	0.1	0.1
Accumulated Surpluses or (deficits)	5	1,471	1,423	1,591
Reserves	5	1,909	1,389	1,207
Total Accumulated Funds		3,380	2,812	2,798

The Trust Board is approved and authorised to issue the financial statements on 2 October 2023.



B Ellis
CHAIRMAN



C Craig
TRUSTEE

PERCY THOMSON TRUST – FINANCIAL STATEMENTS

STATEMENT OF CASHFLOWS FOR THE YEAR ENDED 30 JUNE 2023

	Note	Actual 2022/23 \$000	Actual 2021/22 \$000
Cash Flows from Operating Activities			
<i>Cash was received from:</i>			
Funding from central or local government		50	50
Receipts from non-governmental sources for providing goods or services		46	44
Donations, fundraising and other similar receipts		49	13
Interest, dividends and other investment revenue		41	40
Other revenue		19	17
Net GST		(8)	(2)
<i>Cash was applied to:</i>			
Payments to Suppliers and Employees		(234)	(213)
Net Cash Flows used in Operating Activities		(37)	(51)
Cash Flows from Investing and Financing Activities			
<i>Cash was received from:</i>			
Receipts from the sale of investments		-	199
<i>Cash was applied to:</i>			
Payments to acquire investments		(75)	-
Payments to acquire property, plant and equipment		(86)	(5)
Net Cash flow from Investing and Financing Activities		(161)	194
Net Increase in Cash		(198)	143
Add opening bank accounts and cash		275	132
This is presented by : Bank Accounts and Cash	3	77	275

PERCY THOMSON TRUST

STATEMENT OF ACCOUNTING POLICIES FOR THE YEAR ENDED 30 JUNE 2023

ACCOUNTING POLICIES APPLIED

Basis of Preparation

The Board has elected to apply PBE SFR-A (PS) *Public Benefit Entity Simple Format Reporting – Accrual (Public Sector)* on the basis that the Trust does not have public accountability (as defined) and has total annual expenses of less than \$2 million.

All transactions in the financial statements are reported using the accrual basis of accounting.

The financial statements are prepared on the assumption that the Trust will continue to operate in the foreseeable future.

The financial statements are presented in NZ dollars, and all values are rounded to the nearest thousand dollars, unless stated otherwise.

Goods and Services Tax

The Trust is registered for GST. All amounts in the financial statements are recorded exclusive of GST, except for debtors and creditors, which are stated inclusive of GST.

SIGNIFICANT ACCOUNTING POLICIES

Revenue

Grants

Council, government, and non-government grants are recognised as revenue when the funding is received unless there is an obligation to return the funds if conditions of the grant are not met (“use or return condition”). If there is such an obligation, the grant is initially recorded as a liability and recognised as revenue when conditions of the grant are satisfied.

Sale of goods

Revenue from the sale of goods is recognised when the goods are sold to the customer.

Commission on Sales

Commission on exhibition sales and Percy Place sales is retained by the Trust, with the remaining proceeds passed on to the seller of the artworks. Revenue includes only amounts received and receivable by the Trust on its own account, not the amounts collected for the principal. Revenue is recognised when receivable.

Sale of services

Revenue from the sale of services is recognised by reference to the stage of completion of the services delivered at balance date as a percentage of the total services to be provided.

Interest revenue

Interest revenue is recorded as it is earned during the year.

Employee related costs

Wages, salaries, and annual leave are recorded as an expense as staff provide services and become entitled to wages, salaries, and leave entitlements.

Performance payments are recorded when the employee is notified that the payment has been granted.

Superannuation contributions are recorded as an expense as staff provide services.

Advertising, marketing, administration, and other costs

These are expensed when the related service has been received.

Bank accounts and cash

Bank accounts and cash comprise a cheque account and deposits held at call with banks.

Debtors

Debtors are initially recorded at the amount owed. When it is likely the amount owed (or some portion) will not be collected, a provision for impairment is recognised and the loss is recorded as a bad debt expense.

Investments

Investments are comprised of term deposits with banks, listed bonds, listed shares, short term promissory notes issued by companies and Local Authorities, real estate, and professionally managed portfolios of investments.

Deposits with banks are initially recorded at the amount paid. If it appears that the carrying amount of the investment will not be recovered, it is written down to the expected recoverable amount.

Listed bonds and shares are initially recorded at the amount paid. If the market price of the investment falls below cost, the carrying value of the investment is reduced to the current market price. If the market price of the investment subsequently increases, the carrying amount of the investment is increased but limited to the original cost of the investment.

Property, plant, and equipment

Property, plant, and equipment is initially recorded at cost or valuation, less accumulated depreciation and impairment losses. The fair value of the freehold land was determined based on the market comparable approach that reflects recent transaction prices for similar properties. The fair value of the buildings was determined from market based evidence using the cost approach, reflecting the cost to construct assets of comparable utility and age, adjusted for obsolescence.

Donated assets are recognised upon receipt of the asset if the asset has a useful life of 12 months or more, and the current value of the asset is readily obtainable and significant. Significant donated assets for which current values are not readily obtainable are not recognised.

For an asset to be sold, the asset is impaired if the market price for an equivalent asset falls below its carrying amount.

For an asset to be used by the Trust, the asset is impaired if the value to the Trust in using the asset falls below the carrying amount of the asset.

Depreciation is provided on a straight-line basis at rates that will write off the cost of the assets over their useful lives. The useful lives and associated depreciation rates of major classes of assets have been estimated as follows:

Furniture and fittings	10 to 20 years (5% to 10%)
Office Equipment	4 to 10 years (10% to 25%)
Buildings	10 to 80 years (1.25% to 10%).

Revaluation

The Trust has adopted tier 2 standards regarding the revaluation of its land and buildings in accordance with PBE IPSAS 17.

Unless stated, valuations are carried out or reviewed by independent qualified valuers and are carried out at least on three yearly cycles. Valuations will be undertaken more regularly if necessary to ensure no individual item of property, land or equipment within a class has a carrying value that is materially different from its fair value.

Land and buildings were valued as at 30 June 2023 by Telfer Young (Taranaki) Ltd, independent valuers at fair value as determined from the market-based evidence. Buildings have been valued using the depreciated replacement cost which is based on the modal rate. The modal rate is the rate derived from the construction cost movement from 2020 (which is the date the last valuation was performed) to 2023. Land has been valued on the basis of the open market value of that land.

Revaluation increases and decreases will be transferred to equity.

Creditors and accrued expenses

Creditors and accrued expenses are measured at the amount owed.

Employee costs payable

A liability for employee costs payable is recognised when an employee has earned the entitlement.

These include salaries and wages accrued up to balance date and annual leave earned but not yet taken at balance date.

Income tax

Tax expense is calculated using the taxes payable method. As a result, no allowance is made for deferred tax.

Tax expense includes the current tax liability and adjustments to prior year tax liabilities.

Budget figures

The budget figures are derived from the statement of intent as approved by the Board at the beginning of the financial year. The budget figures have been prepared in accordance with tier 3 standards, using accounting policies that are consistent with those adopted by the Board in preparing these financial statements.

Tier 2 PBE Accounting Standards applied

The Trust has applied tier 2 accounting standards for asset revaluations only, in preparing its financial statements. This was to bring consistency in property revaluations between the Trust and its parent, the Stratford District Council.

CHANGES IN ACCOUNTING POLICIES

There have been no changes to the accounting policies during the year.

PERCY THOMSON TRUST – NOTES TO THE PERFORMANCE REPORT

1. Analysis of Revenue

	Actual 2022/23 \$000	Actual 2021/22 \$000
Funding from central or local government		
- Stratford District Council	50	50
Donations, fundraising and other similar revenue		
Grant - Taranaki Electricity Trust	30	-
Grant - Toi Foundation	-	-
Grant - Taranaki Foundation	10	-
Other grants	4	-
Creative New Zealand Funding	-	12
Wages subsidy	1	1
Total donations, fundraising and other similar revenue	45	13
There are no unfulfilled conditions and other contingences attached to grants recognised.		
Other Revenue		
- Commission Sales	19	17
- Insurance proceeds	10	-
- Gain on sale of financial assets	-	49
Total Other Revenue	29	66

2. Analysis of Expenses

	Actual 2022/23 \$000	Actual 2021/22 \$000
Employee related costs		
Salaries and Wages	116	115
Kiwisaver Contributions	3	3
Increase (Decrease) in Employee Entitlements	2	(1)
Total employee related costs	121	117
Costs related to providing goods or services		
Property expenses	29	18
Art Gallery expenses	52	43
Other operating expenses	23	23
Total costs related to providing goods or services	104	84
Other expenses		
Audit Fees for Financial Statement Audit	25	7
Loss on disposal of assets	3	-
Depreciation	81	80
Total other expenses	109	87

PERCY THOMSON TRUST – NOTES TO THE PERFORMANCE REPORT

3. Analysis of Assets and Liabilities

Current Assets

	Actual 2022/23 \$000	Actual 2021/22 \$000
Bank Accounts and Cash		
Cheque Account - TSB	77	275
Total Bank accounts and cash	77	275
Debtors and Prepayments		
GST Refundable	8	-
Sundry Debtors	14	4
Total Debtors and Prepayments	22	4
Investments		
<u>Bonds</u>		
Auckland International Airport - 4.28% - matures 09/11/2022	-	25
Meridian Energy Ltd - 4.88% - matures 20/03/2024	30	
<u>Other Investments</u>		
Term Deposit TSB Bank - 5.30% - mature 4/12/2023	250	250
Term Deposit TSB Bank - 4.35% - mature 20/09/2023	50	-
Term Deposit TSB Bank - 5.65% - mature 20/12/2023	50	-
Total Investments	380	275
Non-current Investments		
<u>Bonds</u>		
Meridian Energy Ltd - 4.88% - matures 20/03/2024	-	30
<u>Other Investments</u>		
Proportionate Ownership - Albany, Auckland	50	50
Proportionate Ownership - Manukau, Auckland	50	50
Proportionate Ownership - Porirua, Wellington	72	72
Proportionate Ownership - Albany, Auckland	75	75
Proportionate Ownership - Tauranga	50	50
Proportionate Ownership - Henderson, Auckland	100	100
Total Non Current Investments	397	427
Creditors and Accrued Expenses		
Creditors	2	1
Income received in advance	2	-
Accrued Expenses	23	8
Total Creditors and Accrued Expenses	27	9
Employee Costs Payable		
Annual Leave	8	6
Total Employee Costs Payable	8	6

PERCY THOMSON TRUST – NOTES TO THE PERFORMANCE REPORT

4. Property, Plant and Equipment

Cost or Valuation	Buildings at revalued amount	Land at revalued amount	Plant and Equipment at Cost	Total
	\$000	\$000	\$000	\$000
As at 1 July 2022	1,749	235	120	2,104
Additions	63	-	26	89
Disposals	-	-	(3)	(3)
Revaluation increase	260	150	-	410
As at 30 June 2023	2,072	385	143	2,600

Accumulated Depreciation	Buildings at revalued amount	Land at revalued amount	Plant and Equipment at Cost	Total
	\$000	\$000	\$000	\$000
Balance at 1 July 2022	217	-	55	272
Eliminated on disposals of assets	-	-	-	-
Depreciation expense	75	-	6	81
Depreciation reversed on revaluation	(292)	-	-	(292)
Balance at 30 June 2023	-	-	61	61
Balance as at 30 June 2023	2,072	385	82	2,539
Balance as at 30 June 2022	1,532	235	65	1,832

5. Accumulated Funds

	Actual 2022/23 \$000	Actual 2021/22 \$000
Opening Equity		
Contributed Capital	0.1	0.1
Revaluation Reserve	1,207	1,207
Accumulated Surpluses	1,591	1,681
Total Opening Balance	2,798	2,889
Movements during the year		
Surplus (Deficit)	(120)	(76)
Revaluation during the year	702	-
Total	582	(76)
Closing Equity		
Contributed Capital	0.1	0.1
Revaluation Reserve	1,909	1,207
Accumulated Surpluses	1,471	1,591
Total Closing Equity	3,380	2,798

PERCY THOMSON TRUST – NOTES TO THE PERFORMANCE REPORT

6. Commitments and Contingencies

	Actual 2022/23 \$000	Actual 2021/22 \$000
Financial Commitments		
* Percy Thomson Trust will provide building space in the Complex for Sgt Peppers to operate, for the period to 1 June 2022, to 31 May 2023, with two further rights of renewal of one year each.	-	14
* Percy Thomson Trust will provide building space in the Complex for Juffermans Surveyors Ltd to operate, for the period to 12 April 2026, with two further rights of renewal of three years each.	50	68
* Percy Thomson Trust will provide land outside the Complex for NZ Post to use as a box lobby, for the period to 31 May 2024.	1	2
Total	51	84
Operating Leases as a Lessor		
Not later than one year	19	33
Later than one year and not later than five years	32	51
Later than five years	-	-
Total operating leases as a lessor	51	84

Contingent Liabilities and Guarantees

There are no contingent liabilities or guarantees as at balance date (last year – nil).

7. Related Party Transactions

The Trust is a subsidiary of Stratford District Council and receives an operating grant from the Council to deliver its objectives as specified in the Trust Deed. The Stratford District Council is the ultimate controlling party.

Trustees that have a relationship with Stratford District Council:

- Gloria Webby, Deputy Chairman, is a Councillor (resigned March 2023)
- Ellen Hall, Trustee, is a Councillor (appointed May 2023)
- Christine Craig, Trustee, is an employee of Stratford District Council

The following transactions were carried out with related parties at normal commercial terms:

	Actual 2022/23 \$000	Actual 2021/22 \$000
Stratford District Council		
Grant received from the Council	50	50
Fees paid to Council for administration services	21	21

PERCY THOMSON TRUST – NOTES TO THE PERFORMANCE REPORT

8. Events After the Balance Sheet Date

There were no significant events after balance date.

9. Explanations of major variances against budget

Explanations for major variances from the Trust's budgeted figures in the 30 June 2023 Statement of Intent are as follows:

Statement of Financial Performance

- Revenue from grants was less than budget due to the current market situation, however the Trust are pro-actively seeking alternative sources of grant funding.
- Audit fees are considerably higher than budget, as Deloitte's are now doing a full cost recovery.
- Land and buildings were revalued at 30 June 2023, resulting in a gain on the revaluation.

Statement of Financial Position

- The cash balance was less than budget as additional funds were placed on short term deposits. Also, some additional funds were used to complete the development work at the arboretum, after receiving a grant of \$30,000 from Taranaki Electricity Trust.

PERCY THOMSON TRUST – AUDIT REPORT



Independent Auditor's Report

To the readers of Percy Thomson Trust's financial statements and performance information for the year ended 30 June 2023

The Auditor-General is the auditor of Percy Thomson Trust (the Trust). The Auditor-General has appointed me, Pam Thompson using the staff and resources of Deloitte Limited to carry out the audit of the financial statements and performance information of the Trust on her behalf.

Opinion

We have audited:

- the financial statements of the Trust on pages 10 to 20, that comprise the statement of financial position as at 30 June 2023, the statement of financial performance, and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information; and
- the performance information of the Trust on pages 6 to 7.

In our opinion:

- the financial statements of the Trust on pages 10 to 20:
 - present fairly, in all material respects:
 - its financial position as at 30 June 2023; and
 - its financial performance and cash flows for the year then ended; and
 - comply with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Simple Format Reporting – Accrual (Public Sector) Standard; and
- the performance information of the Trust on pages 6 to 7 presents fairly, in all material respects, the Trust's actual performance compared against the performance targets and other measures by which performance was judged in relation to the Trust's objectives for the year ended 30 June 2023.

Our audit was completed on 2 October 2023. This is the date at which our opinion is expressed. The basis for our opinion is explained below. In addition, we outline the responsibilities of the Trust Board and our responsibilities relating to the financial statements and the performance information, we comment on other information, and we explain our independence.

Basis for our opinion

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the Responsibilities of the auditor section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.



Responsibilities of the Trust Board for the financial statements and the performance information

The Trust Board is responsible on behalf of the Trust for preparing financial statements that are fairly presented and that comply with generally accepted accounting practice in New Zealand. The Trust Board is also responsible for preparing the performance information for the Trust.

The Trust Board is responsible for such internal control as it determines is necessary to enable it to prepare financial statements and performance information that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and the performance information, the Trust Board is responsible on behalf of the Trust for assessing the Trust's ability to continue as a going concern. The Trust Board is also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless the Trust Board intends to liquidate the Trust or to cease operations or has no realistic alternative but to do so.

The Trust Board's responsibilities arise from the Local Government Act 2002.

Responsibilities of the auditor for the audit of the financial statements and the performance information

Our objectives are to obtain reasonable assurance about whether the financial statements and the performance information, as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers taken on the basis of these financial statements and the performance information.

For the budget information reported in the financial statements and the performance information, our procedures were limited to checking that the information agreed to the Trust's Statement of Intent.

We did not evaluate the security and controls over the electronic publication of the financial statements and the performance information.

As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and the performance information, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Trust's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Trust Board.
- We evaluate the appropriateness of the reported performance information within the Trust's framework for reporting its performance.

Deloitte.

- We conclude on the appropriateness of the use of the going concern basis of accounting by the Trust Board and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Trust's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements and the performance information or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Trust to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements and the performance information, including the disclosures, and whether the financial statements and the performance information represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Trust Board regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

Other Information

The Trust Board is responsible for the other information. The other information comprises the information included on pages 1 to 5 and 8 to 9 but does not include the financial statements and the performance information, and our auditor's report thereon.

Our opinion on the financial statements and the performance information does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the financial statements and the performance information, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and the performance information or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Independence

We are independent of the company in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand) (PES 1)* issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the Trust.



Pam Thompson
Deloitte Limited
On behalf of the Auditor-General
Wellington, New Zealand



Our reference
F19/13/03-D21/40748

Karakia

Kia uruuru mai
Ā hauora
Ā haukaha
Ā haumāia
Ki runga, Ki raro
Ki roto, Ki waho
Rire rire hau Paimārire

I draw in (to my being)
The reviving essence
The strengthening essence
The essence of courage
Above, Below
Within, Around
Let there be peace.