

Date: Tuesday 10 October 2023 at 3.30 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 Director – Assets Mrs V Araba and the Director – Corporate Services – Mrs T Radich, the Director – Environmental Services – Mr B Sutherland, the Director – Community Services – Ms K Whareaitu, the Committee Advisor and Executive Assistant – Mrs E Bishop, the Communications Manager – Ms G Gibson, the Roading Asset Manager – Mr S Bowden, the Roading Engineer – Mrs D Taplin (*part meeting*), the Communications Advisor – Mrs S Clarkson (*part meeting*), the Parks and Reserves Officer – Mrs M McBain (*part meeting*), the Projects Engineer – Mr O Mabumbo (*part meeting*), the Projects Manager – Mr S Taylor, the HR & Governance Administrator – Mrs C Reynolds (*part meeting*), fourteen members of the public (including three deputations) (*part meeting*), the chairman Percy Thomson Trust – Mr B Ellis (*part meeting*) and one member of the media (Stratford Press)

Via Audio/Visual Link – Ms P Thomson and Mr L van der Walt (*part meeting*),

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

There were no apologies.

3. Announcements

The District Mayor noted there were tabled items being amended plans for Regan Street and Portia Street for the Transport Choices Projects (item 8) and the auditors report for the Annual Report (item 9). These had been circulated and were available for the public and media.

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 – 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.

SANDFORD/JONES
Carried
CL/23/89

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.

BOYDE/HARRIS
Carried
CL/23/90

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

TONGAAWHIKAU/McKAY
Carried
CL/23/91

Councillor Boyde noted the following points:

- A strategic review of the committee will be undertaken in December.
- Maize is now out of the system as the feed for the in-shed feeding system is a much cheaper option.
- The Taiki Environmental Plan has been received and everything is in really good shape.
- The farm is currently watching its costs due to the current environment.
- He reiterated the importance of the farm to all ratepayers as rate mitigation comes from the reserve funded by the profit of the farm.

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.

VOLZKE/DUDLEY
Carried
CL/23/92

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.

HALL/BECK
Carried
CL/23/93

6.4 Policy and Services Committee – 26 September 2023
D23/41569 Page 31

Recommendations

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

VOLZKE/McKAY
Carried
CL/23/94

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

McKAY/WATT
Carried
CL/23/95

6.5 Taranaki Solid Waste Management Committee – 17 August 2023
Page 39

Recommendation

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

VOLZKE/TONGAAWHIKAU
Carried
CL/23/96

6.6 Regional Transport Committee – 6 September 2023
Page 42

Recommendation

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

VOLZKE/BOYDE
Carried
CL/23/97

The District Mayor noted the following points:

- Clarification and discussion was held on who attends this meeting in what capacity and if the attendees should have advisory and/or voting rights.
- An update on the review of the regional land transport plan was given.
- The Speed Management Plan was approved and is now out for consultation.

6.7 Taranaki Civil Defence Emergency Management Joint Committee – 21 September 2023
Page 48

Recommendation

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

VOLZKE/ERWOOD
Carried
CL/23/98

The Deputy Mayor noted that the TEMO business plan was adopted at this meeting but will be a living document.

7. District Mayor's Report
D23/42419 Page 52

Recommendations

1. THAT the report be received.

VOLZKE/SANDFORD
Carried
CL/23/99

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).

BOYDE/DUDLEY
Carried
CL/23/100

The District Mayor noted the following points:

- The Local Government New Zealand meeting to consider the Future of Local Government was held in Wellington. There were 17 recommendations from the report which were all considered and resulted in quite a bit of a consensus across 14-15 of these. There were some suggested changes to put into the narrative and be developed further with a similar event to be scheduled in November for further discussion. The plan will then be brought back to the councils for critique and approval.
- The Waka Kotahi Safety Project for SH3 was launched. The first stage is from New Plymouth to the top of Mangorei Road where a round-a-bout will be built. The project will work its way south and into the Stratford district next year.
- It was requested that council endorses the appointment of Christine Craig for a further term as a Percy Thomson Trustee.

Questions/Points of Clarification:

- It was clarified that the tree planting at Tututawa was for the 800 Trust.

8. Decision Report –Transport Choices – Final Scope of Work for Delivery D23/40922 Page 62

There were three deputations approved for this item.

Dr D de Wet

Te Whatu Ora

Points noted:

- Dr de Wet noted he was representing Te Whatu Ora but specifically the National Public Health Service.
- He presented the concept of public health with health care services producing 25% of health outcomes, genetics being 15% and the social, economic and environmental factors being 60%. This is significant as councils have a significant input in creating environments for their communities.
- The healthy cities and towns model was shown as it allows for independence, inclusivity and creates a concept of shared social spaces while supporting nature and health. He noted he was speaking very much in support of the cycle way proposal in general.
- There is good evidence that when you add any type of capacity to make a mode of transport quicker or safer then people will make the switch to that mode. This is significant from a public health point of view as regular small doses of exercise can be significant in terms of health including impacts on cardio-vascular health, BMI, diabetes, mental health and wellbeing gains and over all reduced all-cause mortality.
- If a person switches from driving to cycling then the monetised health benefits are \$4.90 per kilometre for a conventional bike and \$2.50 per kilometre for an e-bike. This is a powerful indicator of the overall health gains of cycling.
- The social benefits include independence for children but also the cycling infrastructure is significant for inclusivity for disabilities as well. Creating a social space and interaction creates connections within the towns and city.
- There are also significant climate change benefits from cycling.
- This proposal is well supported from the public health service and will help shape a healthy town.

The Corporate Accountant and Percy Thomson Chairman joined the meeting at 3.48 pm.

Graham Green**Resident****Points noted:**

- Is here to speak about how the cycle lanes are going to be delivered by taking half a street to hand over to cyclists who will then be riding close to the traffic due to the road being narrower.
- Stratford provides good residential streets. New Plymouth does not have nice wide streets with easy forms of access and he did not want to see one of these streets half the width that they are now.
- He noted when he was at Stratford Tech there were 600 kids attending and there were bike sheds for 300-400 bikes. He asked where were the bikes today. He noted this was not the cyclists fault but the mums and dads fault with every kid arriving in a car.
- He asked where the rubbish bins will go with a concrete strip for the cycleway on the road. He had asked one councillor who had said put it on the concrete strip but who is going to be able to pass the rubbish bin?
- He noted heavy vehicles use Hamlet Street on a regular basis with anywhere between 6-12 trucks a day.
- He noted he had counted every morning the number of kids on bikes and there were sometimes one or two kids in the morning, but none at night.
- He noted he measured the road and had put chalk markings and a little girl from Avon School had asked him what he was doing. He showed her where the cyclelane was going to be on the road and she had said I won't be riding my bike on the road I don't care how good the lanes are. She realised she was a dead duck if she made a mistake out there.
- When looking at the plan it had taken a while to sort out as the pieces of paper delivered showed the sections drawn on the back of his section, then saw it went all the way to Page Street and from there to Celia Street.
- He noted he wanted the cycleway to be put beside the footpath.
- Coming out of the driveway will make the turn difficult with the concrete strip especially with a caravan.
- He had asked a councillor how much this will cost, he had not known.
- His main point was to not tie up the roadways and he did not think this could be done in the timeframes so ratepayers would have to finish funding the project through rates. The project is a good idea but it has to work for everyone.

Questions/Points of Clarification:

- He clarified he did think shared carriageways/on the footpath was a better option. He noted the need to fix intersections for mobility scooters as well.
- He clarified he was on the south end of Hamlet Street.

Tricia Jamieson**Resident****Points noted:**

- She urged councillors not to be seduced by the money on offer and to reject the plans for Phase 1 and 2.
- Phase 1 is unwanted and unnecessary and Phase 2 lacks details from East to West and North to South.
- These plans will not result in an influx of children biking to school.
- The plans will negatively impact businesses and access to services while dividing communities and leading to less connectedness.
- The plans today are based on school safety and transport choices based on a premise that with a safer road network people will let their children walk to school.
- The plans are not fit for purpose as they do not address behavioural change or the north/south divide or east/waste divide.
- They will not trump convenience, which is the number one reason for vehicle travel.
- The stick falls disproportionately on those who are not the target. Hundreds will loose roadside rubbish collection, street parking, parking outside their churches or medical services and thousands will have additional rate burdens.
- The plans may create the illusion of safer cycle travel and the premise is that the road changes will create the necessary behavioural change but she noted she did not believe this. It needs more than just facilities. She noted that she is told that Wai o Rua is a beautiful facility, she could use this facility but she doesn't as it would require a behavioural change for her. The plans are not fit for purpose as they do not address the behavioural change needed.
- A shared use path is suitable for recreational use and light flow (less than 200 total users an hour).
- NZTA pedestrian crossing guide states not to use a zebra crossing for fewer than 50 users per hour and that Taranaki Diocesan has less than 50 day girls so would not warrant a pedestrian crossing.
- She urged council not to cripple the beautiful wide streets.
- She felt council had sent a message to parents that the roads are unsafe and asked council to stop scaremongering and address behavioural change and look at what influences the kids today. \$1.5 million could provide a lot of carrots (incentives).
- This project will only place additional financial burdens on our communities and will not deliver the desired outcomes.

Questions/Points of Clarification:

- Councillor Boyde asked if she felt shared carriage ways would be crippling the wide streets? Mrs Jamieson did not think this was necessary as widening has already been done, outside their houses the footpath is already 1.2m and was only needed to get to 1.5m to accommodate riders.

The Roding Asset Manager noted the following points:

- Updated designs for Figure 2 and 4 in Appendix 4 were tabled.
- Waka Kotahi have recognised this as a flagship project to make it safer to get to the school gate and connecting the schools together with a walking and cycling network. Stratford was very fortunate to get approval for the project against some of the bigger metros and is a testament for what a small community can do.
- This report seeks definition of the scope of the project going forward. The scope needs to be finalised by the end of the month which was extended from the end of September. There was also a 12 month extension granted for construction.
- It was reiterated that if bits of the project are taken out there is no going back and could not be included in another form of a transport choices project. There is also the potential that the project is thrown out by Waka Kotahi if they feel council is no longer delivering on the expression of interest which was to deliver 7km of cycleway and make it safer at the school gates.
- Councillors were asked to have open minds to have a robust conversation about each of the projects.

Questions/Points of Clarification:

- It was clarified that the two crossings on State Highway 3 (Broadway) were still in development. Two locations were identified outside the Kings Theatre and in front of McKay's Pharmacy, however safety auditors and Waka Kotahi suggest they are moved closer to the round-a-bouts to stop people crossing there.
- Councillor Boyde questioned if changing the 7km to shared carriage way would change the scope of the project from being on-road? Mr Bowden clarified there was a mixture of off-road and on-road cycle lane depending on if the road was wide enough. It has been encouraged that where there is plenty of road space then the cycle lane be created on-road, however where it is physically impossible to that then the adjoining berm or a shared use footpath is used.
- Mr Bowden noted that the proposal had been to replace the wooden bridge behind the old pool complex, the transport choices team had told officers that the funding does not pay for the provision of bridges, however further conversations with Anna Nord, Waka Kotahi, have shown she is very supportive of this concept and will go in to support council if they decide to progress with the design and consenting for this. This is due to it being a connection and stopping children having to go on State Highway 3.
- It was clarified that some of the raised platform crossings are courtesy crossings to act as a traffic calming treatment, and some are pedestrian crossings.
- Mr Bowden clarified that there is a fixed budget so the project will only go as far as this budget will take it. If projects are not started by the due timeframe then it will fall off the list, however if a project is three quarters of the way through he did not think funding would be pulled for it.
- Mr Bowden clarified that two local contractors have been identified to work together with subcontractors to complete the work. Officers are looking at if the raised platforms can be pre-formed to speed up the installation as installing the concrete or hot mix would take two to three weeks. They are also looking at if they concrete islands can be made offsite as well.
- It was noted there wasn't a final cost breakdown for each of the projects as the designs have not been finalised. Once the designs are finalised then costings can be obtained from the contractors. The list may be revisited if it doesn't fit within the budget. The Deputy Mayor noted her concern that if the projects cannot be done within the budget and the scope revised then it may remove the connectivity. Mr Bowden noted there was potential for Waka Kotahi to fund the work on State Highway.
- The Deputy Mayor noted that risk 17 related to the non-availability of labour, plant or weather to complete the project and questioned how this could impact on the funding? Mr Bowden noted that if the programme is not completed then council would not be able to recover the 80% assistance rate, therefore it was important to ensure the contractors deliver the project as designed.
- Mr Bowden clarified that due to the lack of suitably sized contractors an exception report was submitted to the Chief Executive for the procurement policy. He noted that completing a tender process would also take time and impact the schedule for the project. Approval had been granted to direct the work to local contractors with an order to complete the work by 30 June 2024, this exception would need to be updated to reflect the extension to the timeframe.
- The Director – Corporate Services noted the initial loan funding would be repaid over a period of 25 years and would incur interest costs, depreciation and revaluation costs. The rating impact was not known, however would be impacted by interest, depreciation and repairs and maintenance. Mr Bowden clarified that concrete footpaths have a useful life of 80-100 years therefore depreciation would be spread over that timeframe. The District Mayor noted this was an open ended question as these are built on existing roads and just adding to its purpose rather than building new infrastructure which would have additional expenses.
- Councillor Erwood asked for clarification on watering down Phase 1 and Phase 2? Mr Bowden noted that the whole idea is about connectivity so the ability to water down some elements would be dependent on maintaining connectivity.
- It was clarified that the base criteria for on-going public support was meant this needed to be supported by elected members as well as the community.
- It was noted that if the projects are pulled apart then the funding could be lost. There had been no indication to what level these plans could be changed, however they will go to Waka Kotahi for review at the end of October and they have noted their intention to have their response within a week.
- The Chief Executive noted this had been an unusual process as usually councillors instruct officers to provide a piece of infrastructure and they use their skill sets to deliver what has been asked. Council reviewing the design and inserting themselves at a detailed level is quite unusual but he noted he appreciated there was high public interest. It was also unusual to have such a tight timeframe. He encouraged councillors to focus on the elements of the project rather than the construction methods and ask officers to address any areas of conflict so that they can address those during the design

rather than trying to design these during this meeting. Changes can be requested from feedback received.

- The District Mayor noted that feedback had been received via public drop in sessions, meetings, one on one meetings, conversations and emails.

Recommendations

2. THAT Council considers all options for cycleway treatments on roads affected by the Transport Choices project.

HARRIS/HALL
Division
For 9
Against 3
Carried
CL/23/101

Points noted in discussion:

- Councillor Jones noted that the key points that had stuck in his mind before the individual projects were discussed were the Waka Kotahi's Chief Executive letter saying sufficient stakeholder and community support and he questions if council had that. Looking at the numbers there is a lot against it but appreciated that negative feedback always outweighed the positive so questioned how good that information was. Additionally risk 72 made him question if council had all the information required for a speedy decision with no real information on the total rate impact and he was concerned a decision could be rushed into creating the same scenario as the pool complex where there was backlash when it was wrong. He noted submission 87 where is stated that Waka Kotahi make projects take forever, however council was expected to rush this decision through today. He noted he had concerns going forward with this project.
- The Deputy Mayor noted that walking and cycling is a wonderful thing to be taken up by the community for environmental and health benefits. She had been supportive of this strategy from the get go but felt that the decision was being rushed and had felt pressured under tight timeframes. If this investment is so important then why had it come to council in this way which is not a good decision making process. She noted the town had benefited greatly from government funding but that council had been ready for that, and today council had heard that officers don't know the total cost to deliver this project which did not feel right. She asked if council could afford to buy into this grant, could it afford to borrow another \$1.5 million plus depreciation? She noted that the recent Annual Plan process had required costs to be pushed out to bring the rates as low as possible and will be applying the same scrutiny to the Long Term Plan. She noted the community had not been screaming out for this, Stratford has wide roads and a very flat surface which is favourable for walking and cycling but people need to utilise it more. The government has given example after example of poor plans that have fallen short with a destructive path behind and they are now asking council to get on board. She could not support this project in its entirety and would like to give consideration on delivering parts of this but felt she was hearing it is not a viable option. She felt if Waka Kotahi could change timeframes then council could work with them.
- Councillor Beck noted that the majority of residents through the feedback, and through people speaking to him, did not want this. He had not found anyone who does. An overwhelming number of people have said they do not want this. He noted his concern about the dollars that will be added to the rates eventually as the loan will need to be paid back and felt the upcoming speed restrictions would help effect what is hoping to be achieved anyway. He noted he could not support this project.
- Councillor Watt noted his main problem was the overwhelming majority of the feedback was unsupportive and a lot of those negative comments were not things that could be solved by redesigning. Over half the comments were either we don't need this, or this is a waste of ratepayer money. The financial cost will be much more than the \$1.5 million contribution and with interest it could double. It also doesn't include maintenance or depreciation. He was not supportive of the project without knowing what it will cost. Risk 72 states councillors need to understand the financial impact of this and he did not think he could approve this without knowing the cost.
- Councillor Boyde noted in the 2021-31 Long Term Plan cycle ways were hardly ever mentioned. There was no need for them and no budget set aside. Then Central Government came up with Transport

Choices, this is a great idea and he commended staff for meeting the tight timeframes and pressures. He noted his main concerns were the actual detail and actual costing as well as different consultants drawing plans where as the councillors are local and on the ground. This is not right for our streets and he could not support this in its current form. There are some good ideas that have come forward particularly around the Stratford Primary School.

- Councillor Dudley noted she had been quite excited when she first saw this as she could see quite a lot happening in Stratford, however the tight timeframes and mistakes already made show it has been too rushed and she worried this would lead to a huge stuff up. One of the comments has been the lack of trust in council and elected members and she wants people to know that council does listen to its ratepayers. She noted it had been a hard decision but she would not be backing this project either.
- Councillor Sandford noted he could see that council has the money and could make the use of it, and when he saw the plans there were some he was really happy with but a lot he was not happy with and understood he couldn't hand pick changes. He felt it was too rushed and was just not happy with it.
- Councillor Tongaawhikau acknowledged the staff who have put the effort into this and that it has not been easy. He noted council was faced with a hard decision and would never sign a contract if it didn't know what was going on and this is what this feels like. The speakers had spoken really well and clarified some points such as backing out with a trailer. He noted it is a big project and he wants to say yes to everything as there are some awesome things in there but from reading the comments from the people living in those areas they say it is not a good idea. He blamed Waka Kotahi for putting the pressure on council but noted that council was not ready for this. He noted he loved Stratford and the big open spaces and that people loved the parks and reserves that are here. He could not support this project.
- Councillor Hall noted there had been valid points raised but noted that when looking at this project she hadn't thought about Stratford today but rather Stratford in 10, 20 or 30 years and how our tamariki and mokopuna will travel and she is confident it will not be the same as it is today. She noted the more people submit in times they don't agree so was trying to keep a balanced view. She acknowledged the work done by staff under such time restraints. She still sees this as an opportunity and without the Connecting our Communities Strategy this isn't something council could do without an influx of funding. The safety of our roads is a direct reason why many parents won't allow kids to bike to and from schools and our job is to facilitate and build the infrastructure for the community we want and if this is built she believes travel will change. She will be supporting a motion to move forward with this.
- Councillor Harris noted she shared the concerns around the table, however she did support a level of some consideration. Although this project isn't perfect there are elements that have been received well by the community and around this table. This motion will be to consider if council would like to move forward and consider some of the elements. One of the thoughts shared today was considering future generations, no thought was given when the road was built for the future, the skinny footpaths had no thought for the future and at some point council had to put future lenses on everything it does. It might affect us today but what will it look like in 30 years time? She noted she was in awe of the amount of work staff have done and felt this was another example of a top down approach from central agencies. She asked if this did not proceed today could these plans be kept for future funding? It was confirmed that these plans are captured as part of the 30 year plan but that future transport choices funds could not be applied for. Councillor Harris noted she supported a move forward to consider some of the elements and was mindful of the work that has been done which needs to be acknowledged and considered.
- Councillor Erwood noted he supported the project but a watered down version would be smacked down by Waka Kotahi. He noted a lot of the public feedback is against this and felt the Hamlet Street north plans provided no connectivity as it goes to nowhere. He felt concerned for the cost of depreciation etc to ratepayers and felt it was not good that Waka Kotahi had not listened to council regarding connectivity to Page Street. He supported the project but as a watered down version.
- The District Mayor noted the substantial amount of work that has gone into this and that it is not often council gets the opportunity to receive funds of this amount for any project. It is quite an event that they are willing to invest over \$6 million into the district and the tag that comes with this is that council has to pay 20% of the costs which is about \$1.5 million. He noted the comments saying it was unknown what the budget is, however it is exactly \$1.5 million which is council's contribution to the overall project and if the project runs out of funds then the work will stop at a certain point. He disagreed with the suggestion there was no one in support of the project as there were many people who have submitted that they support it. The Ministry of Education has noted their support, the National Public Health Service has noted their support and supportive comments received from Ngāti Ruanui, Ngāruahine and Ngāti Maru. So it was not true to say there was no one supporting this. He noted some of his considerations had included the requests for many years to reshape, revisit and reorganise the parking, traffic islands and pedestrian crossings outside Stratford Primary School.

Council had always said yes it wants to do this but could not afford to, and now there is the opportunity to have someone external contribute towards that. Council has also heard pleas for crossings across Portia Street and that call was never louder than when a child was hit by a car there a couple of years ago, but council did not have the funding to do it. There have been numerous calls for crossings and safety features on Broadway to cross State Highway 3 and although these would be things Waka Kotahi would normally fund, they keep saying no. If council says no to this project in its entirety then some of these projects will remain sitting on the books and there will still be people asking for them but council will not be in a position to do them without costing the ratepayers. Those three projects noted would cost \$1 million - \$1.5 million on their own without the additional funding on offer. He felt other towns would be laughing at Stratford for not taking this up and felt council should at least look at this. Other bits of the project may not be as important and could be taken out but he felt council should at least be approving the work at Stratford Primary, Portia Street and Broadway and if Waka Kotahi says no then at least council has tried.

A division was called.

Those voting for the motion: Councillors Boyde, Dudley, Erwood, Hall, Harris, Jones, Sandford, Tongaawhikau and the District Mayor.

Those voting against the motion: Councillors Beck, Watt and the Deputy Mayor McKay.

Recommendation 3 will be split into each individual project as per below:

Recommendations

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.

It was clarified that shared carriageways can be discussed when looking at the individual projects.

1. Regan Street – Stratford Primary School.

- Councillor Watt questioned if there was an estimated cost for Option 1 for this element by itself? Mr Bowden noted that it could be done for \$350,000 for the western side of the project and about \$150,000 for the rest.
- It was clarified for this to be a shared carriage way it would require widening the footpath to 2.5m.
- Councillor Boyde noted this was one of the concepts he did support.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, 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.

ERWOOD/BOYDE
Carried
CL/23/102

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

- It was clarified that it was not recommended to have a shared use footpath as this was outside the school to get kids across Regan Street to the eastern side and an on-road cyclelane could not be constructed due to the protected Kōwhai trees. On this specific section you could not have shared use due to the outside seating at the Baking Company and access to the medical centre. There is also plenty of room to construct an on-road cycleway.
- It was noted that if the on-road cyclelane is constructed it will also address the issues with the high berm outside the medical centre that is a problem for their patients.
- It was clarified that parking will remain as parallel parks, the parking outside CMK Accountants will change to parallel parks.
- It was clarified that parking outside of the beauty therapist will need to be removed due to the close proximity to the round-a-bouts, however the parking outside the petrol station will not be touched.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

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

HALL/TONGAAWHIKAU
6 For
6 Against
Casting vote For
Carried
CL/23/103

The District Mayor used his casting vote for the motion, he felt if the cycleway had been approved as far as Portia Street it would defeat the purpose of connectivity if it did not go all the way to Broadway and it had been identified there would be no issues with parking.

3. Hamlet Street – Regan St to Pembroke Road.

- Councillor Erwood felt this was a road to nowhere with no benefit.
- Councillor Boyde asked if this could be a shared carriage way as there will be no parking and people will have to go around. Mr Bowden clarified that if there is the width to put the cyclelane on the road then that should be the first option. Widening the footpath causes safety issues with people driving out of driveways. The second option was to have a cyclelane installed in the berm. If it is put in the berm then the trees will have to go and further work will be required to retain the banks and work on driveways. It could be installed on the eastern side of Hamlet Street as the berm is flatter and would only have one crossing but then would need to create a crossing point to get across Regan Street. The least preferred option is widening the footpath.
- Councillor Watt asked that if Option 3 is not supported by the safety audit, then should it really be an option? He felt all options needed to be considered.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

3. Hamlet Street – Regan St to Pembroke Road.

MOTION LAPSED

4. Portia Street- Regan Street to Fenton Street.

- The District Mayor noted that this one will impact the most amount of people due to the amount of people, particularly on Saturdays in winter. It is quite different to the other considerations.
- Councillor Boyde noted he did like this element once it was changed to the other side of the road. Officers have listened to all feedback and made a whole lot of changes. He supported the connectivity to the end of the street but that going over the river at the end is fundamental for the success of kids safety and needs to go hand in hand.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

4. Portia Street- Regan Street to Fenton Street.

BOYDE/HALL
1 against
Carried
CL/23/104

5. Miranda Street – St Joseph’s Primary School

- Councillor Dudley noted she supported this element except she would like to see the cycleway not on the road. She did not support the shortening of this road and with 5.8m for parking it would only just fit a 5.7m ute and noted that a lot of rural people went to St Josephs. She was worried this would not provide enough room to back out of the park. The pedestrian crossing is amazing. She felt conflicted with this and if it could be changed to a shared footpath then she would support it. Mr Bowden noted that he understood the concern about backing out of a park into traffic, however he explained the whole point of this was to create a slow speed environment with raised platforms and dual purpose crossings. He accepted reducing the width of the street may make it a bit difficult but there is a lot of room there and explained that shared use had not been preferred to create a degree of separation between pedestrian and cyclist.
- Councillor Sandford noted his concern regarding parking in front of the dentist and podiatrist offices. Patients will have to park further up the road and he felt this was wrong. Mr Bowden noted this was

because Page Street did show a section of on-road cycleway but if that was not built then parking will remain outside the dentist. If approval can be given for the bridge upgrade then the link to the state highway will not be constructed.

- Councillor Boyde noted he could not support this in its current form. It should be a shared carriage way. He appreciated feedback had been taken on-board and that the bus stop had been moved back but would only support if the cycleway was on the footpath.
- It was clarified that some parks would be lost outside the dentist on Miranda Street due to the pedestrian crossings. The crossings would still be required if the plans were changed to a shared carriage way.
- Councillor Hall noted there was parking at the old pool complex that was available for patients to the dentist, podiatrist and other businesses.
- It was clarified that the cyclelane was located on this side of the street to get the Patea River connection but that the pedestrian crossing was required towards the state highway to accommodate for anyone crossing from that direction.
- Councillor Watt noted that as this stands he would not support it. There is potentially ways to make this work however option 2 doesn't meet the guidelines and option 3 there is no information on how this would look. So he did not support any of these options.
- Councillor Hall noted that this was a significant part of the project and if council did not move forward with this then the entire project may not be supported by Waka Kotahi. This is also one of the widest streets she has ever seen and thinks there is the space to do this. She acknowledged the feedback and how this could affect the businesses but there is nearby parking available and this would help with a change in behaviour and use. She supported option 1.
- Councillor Boyde noted he would support this if it is a shared carriage way but the bridge connection to join to the school will be a deal breaker.
- Councillor Sandford noted that crossing the road from the carpark can be difficult for the elderly.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 2 the following road, as per **Section 7.4** of this report, as the final scope of work for delivery:

Phase 1 Project:

5. Miranda Street – St Joseph's Primary School

BOYDE/DUDLEY
2 against
Carried
CL/23/105

6. Hamlet Street – Celia Street to Romeo Street.

- Councillor Boyde noted he did not support this at all. This is a beautiful wide street with very little traffic flow and is an ideal road to starting to bike on.
- The District Mayor noted if a cyclelane was not installed here then it wouldn't connect with the others.
- Councillor Hall noted if council did not go ahead with this part of the project then how does it look to connect the different parts of the community?

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

6. Celia Street – Miranda Street to Hamlet St.

MOTION LAPSED

7. Hamlet Street – Avon Primary School (Project 8).

- It was clarified that the crossings that had not been on the original plan were an optional extra.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 1 Project:

8. Hamlet Street – Avon Primary School

MOTION LAPSED

8. Celia Street – Miranda Street to Hamlet St (Project 7).

- Councillor Sandford noted that the important part of this was whether it would continue down Hamlet Street. He felt this should be voted on first to fix that.
- Councillor Jones asked why there were no plans to head down Celia Street towards the state highway to link to the crossing and the underpass. Mr Bowden noted that the Juliet to Celia Street proposal would link up to the underpass on Celia Street.

Recommendations

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:

7. Hamlet Street – Celia Street to Romeo Street.

MOTION LAPSED

- Councillor Sandford asked if the work on Miranda Street would continue if approval for the upgrade to the bridge was not approved? Mr Bowden noted this would have to be funded with council's share. This point has been discussed since the first initial meeting and stalled when they said they wouldn't fund it, however if they can see the design and consenting process progressing then they are willing to push for this element on council's behalf. It was reiterated that this was the desired outcome.

The meeting adjourned at 6.05pm and recommenced at 6.14pm.

Phase 2 Project:

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

- It was clarified that this part of the cycleway was on the footpath between Broadway and Juliet Street so no parking was lost. This was due to the left turn lane leading up to the round-a-bout.
- Councillor Sandford noted that the proposed parking down Regan Street was to be parallel parking which will not address the chaotic parking at the bike park including the trucks being there and the Mary Alice Chapel will lose half its parking.
- Mr Bowden noted that marking the parallel parks would maximise the amount of parking there. Councillor Hall noted this could be a good deterrent for the trucks that park by the bike park.
- Councillor Boyde noted he could not support this plan in its current form but would support a shared carriage way on the footpath. The crossings are fine but it would be safer to have shared use on the footpath. Mr Bowden noted that the businesses, panelbeaters, garage, hairdressers etc needed to be considered as bikes on the footpaths could cause issues.
- Councillor Jones asked if these were designed as the shortest point or the safest? He asked if an alternative route could be designed through the park? It was noted that a proposed change was to go along Cordelia Street on the new footpath and connect up to Fenton Street.
- Councillors Beck, Boyde and Sandford recorded their vote against the motion.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 2 Project:

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

ERWOOD/HALL
7 For
5 against
Carried
CL/23/106

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

- Mr Bowden noted an amendment to this design with the cyclelane now proposed to go down Cordelia Street to link Regan Street to Fenton Street. This would be via the newly constructed footpath on Cordelia Street which runs along the park and therefore does not cross any residential driveways.
- There will be a pedestrian crossing on Fenton Street to link the two cycleways.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts the alternative route linking Regan Street to Fenton Street via a shared pathway along Victoria Park on Cordelia Street.

ERWOOD/HARRIS
Carried
CL/23/107

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

- Based on the acceptance to use a shared carriage way along Cordelia Street to link Regan Street to Fenton Street, this element was withdrawn.

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

- It was noted that this will connect with the pathway built last year on Fenton Street.
- It was clarified there was currently no connectivity for this route past state highway 3 as this will be from the southern round-a-bout down.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 2 Project:

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

HALL/ERWOOD
7 for
5 against
Carried
CL/23/108

13. Juliet St – Fenton Street to Patea River Bridge

- Councillor Dudley noted there was another bridge here that could take cyclists off road. But it was noted that this bridge would not be suitable for alternative usage such as mobility scooters.
- It was clarified that this piece of cycleway was from the Salvation Army to the bridge. It would then connect up to connect to Whakaahurangi Marae and then onto Swansea Road. It will also create the link to the underpass on Celia Street.
- Councillor Hall noted that this route will connect to the marae and to think of this as an important component in our community. It was important to remember that these upcoming parts of the project link to the marae.
- Councillor Beck noted his concern with the 90 degree corner and accessibility for large trucks as this will narrow the corner. Mr Bowden clarified that during the design briefing it has been confirmed that a truck and trailer will be able to get around that corner with the cycle way in place.
- It was noted it would be a narrower cycle lane across the bridge.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 2 Project:

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

HALL/TONGAAWHIKAU
7 for
5 against
Carried
CL/23/109

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

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 2 Project:

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

HARRIS/HALL
2 against
Carried
CL/23/110

15. Celia St – Juliet Street to Swansea Road.

- The preference to move this to a shared cycle lane, off-road, was noted.

Recommendations

3. THAT Council determines to proceed with the overall Transport Choices Project and adopts Option 1 for the following road, as per **Section 7.4** and **Appendix 4** of this report, as the final scope of work for delivery:

Phase 2 Project:

15. Celia St – Juliet Street to Swansea Road.

ERWOOD/HARRIS
Carried
CL/23/111

Points noted in discussion

- It was noted there was a gap on Celia Street from Miranda Street to the state highway which would allow cyclists to go across the crossing, through the underpass and connect up to the southern end of Celia Street. It was suggested that this could also be extended all the way up Celia Street.
- It was noted there was no connection from the southern round-a-bout to the Centennial Rest Rooms, this would need to be on the footpath as there were protected trees on the road.
- It was clarified there was connectivity on Swansea Road to connect to the Celia Street cycleway.
- Councillor Hall asked if there was appetite to revisit the discussion for Avon School as she was really mindful that one of our schools was not connected to the rest of the community such as the play ground on Page Street or to follow it to the bike park. She noted there is a community around Avon School and had been thinking how it would feel to not be included in this project.
- The District Mayor asked if this could be done on the berm on Hamlet Street? Mr Bowden noted that because the cycleway is on the southern side of Celia Street it would be easier for them to turn up the street and continue down the berm and then connect to the recently upgraded pedestrian crossing.
- Councillor Harris noted if Hamlet Street was reconsidered then consideration needed to be given to the raised berms outside the school as well. Mr Bowden clarified that if Avon School was to be connected then that will be part of the proposal.
- Councillor Sandford noted the only option he would accept would be on the berm.

Recommendations

4. THAT Council staff be instructed to attempt to find a solution to connect the following roads:

Fenton Street (State Highway 3 to Centennial Rest Rooms)

ERWOOD/HARRIS
1 against
Carried
CL/23/112

5. THAT Council staff be instructed to attempt to find a solution to connect the following roads:

Celia Street (from Miranda Street o State Highway 3)

JONES/DUDLEY
2 against
Carried
CL/23/113

6. THAT Council staff be instructed to attempt to find a solution to connect the following roads:

Hamlet Street (from Miranda/Celia Street to Avon School)

Which is to be an in-berm cycleway and include proposed safety features at the school entrance.

HALL/TONGAAWHIKAU

7 for

5 against

Carried

CL/23/114

Councillors Beck, Boyde and Sandford recorded their vote against the motion.

The Roding Engineer, the Projects Engineer and the Communications Advisor left the meeting at 7.03pm.

Pam Thomson and Luke van der Walt (Deloitte) joined the meeting via audio/visual link at 7.03pm

9. Decision Report – Adopt Annual Report 2022/23

D23/42035 Page 208

Recommendations

1. THAT the report be received.

VOLZKE/BOYDE

Carried

CL/23/115

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.

BOYDE/TONGAAWHIKAU

Carried

CL/23/116

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.

Pam Thomson and Luke van der Walt noted the following points:

- Management and staff were thanked for their work during the year end audit.
- The executive summary was included in the tabled report on page 6.
- The uncertainty of the three water reform is noted.
- There is a focus in the report on the valuation of assets. There was a pocket of assets that were revalued including land and buildings and Percy Thomson Trust assets so this will be seen with a valuation adjustment coming through. Auditors agreed with management conclusion that the fair value was not material so there was no uplift in value posted in the financial statements.

- The management override of controls was another focus area due to mandates for specific procedures over management of controls. There were no issues identified with testing.
- Revenue Recognition was another area of focus and specific testing is done over rates revenue. Revenue recognition is a risk but this has been rebutted due to the process followed in striking of the rates, this is consistent with other councils and nothing was identified to indicate that the rates were wrong.
- It was noted that there was an ongoing discussion regarding audit fees with the Office of the Auditor General and Deloitte in terms of what all parties could do to make the process more efficient. The Chief Executive, District Mayor and Director – Corporate Services will report back on this.
- The representation letter has been signed as Deloitte have agreed to keep the representation letter and fee discussion separate. Deloitte are now in a position to sign off the Annual Report today.
- Recommendations from the audit are as follows:
 - Timeliness of policy reviews. There are a number of policies that were due for review and have not been. A policy status update report will be provided to the Audit and Risk Committee.
 - It was noted the system does not currently have the ability to pull the information required around timeframes and issuing of resource consents. This is currently done manually so opens up the risk for potential errors. There is a script being developed for the system to pull this information directly.
 - Approval of purchase orders – management have good processes for reviewing at the payment stage but auditors are recommending a review of the purchase orders be undertaken to minimise the risk a purchase is challenged at the payment approval stage.
 - It was recommended to formalise the approach for evidence to maintain audit trail.
- The unadjusted differences is in relation to the Percy Thomson Trust investments that should be carried at fair value in the groups financial statement, however auditors have agreed this is not material to the financial statements but it is noted in the representation letter.
- The opinion is unmodified however it was noted that there are still outstanding matters which are listed on page 19 and include the agreement on the 2023 audit fee.

Pam Thomson and Luke van der Walk left the meeting at 7.23pm

10. Information Report –Percy Thomson Trust – Annual Report 2022/23
D23/39971 Page 357

Recommendation

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

VOLZKE/McKAY
Carried
CL/23/117

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.

11. Questions

There were no 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.

BOYDE/McKAY
Carried
CL/23/118

The media and the Corporate Accountant left the meeting at 7.25pm.

13. Public Excluded Item

Recommendation

THAT the open meeting resume.

HARRIS/DUDLEY
Carried
CL/23/121

14. Closing Karakia

D21/40748 Page 390

The closing karakia was read.

The meeting closed at 7.30pm

N C Volzke
Chairman

Confirmed this 14th day of November 2023.

N C Volzke
District Mayor