



7 April 2021

ORDINARY MEETING OF COUNCIL

Notice is hereby given that the **Ordinary Meeting of Council** will be held in the **Whangamomona Town Hall, Ohura Road, Whangamomona** on **Tuesday 13 April 2021** to follow the Long Term Plan Public Presentation.

Timetable for 13 April 2021 as follows:

10.30am	Morning tea for Councillors
11.00am	Toko School - Enviro-school tour
12.30pm	Huiakama School - Lunch - Enviro-school tour
2.30pm	Afternoon tea for Councillors
3.00pm	2021-2031 Long Term Plan Public Meeting
3.30pm (approx.)	Public Forum - Richard Pratt - Tracey Haskell & Brent O'Sullivan
4.00pm (approx.)	Ordinary Meeting

Yours faithfully

Kate Whareaitu
ACTING CHIEF EXECUTIVE

2021 - Ordinary - April (13/04/2021)

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ORDINARY MEETING OF COUNCIL
TUESDAY 13 APRIL 2021 AT 4.00 PM (APPROX)

A G E N D A

1. **WELCOME**

- Health and Safety Message

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**

Attendance schedule for Ordinary and Extraordinary Council meetings.

6. **CONFIRMATION OF MINUTES**

6.1 **Ordinary Meeting of Council – 9 March 2021**

D21/7767 (Pages 9-13)

RECOMMENDATION

THAT the minutes of the Ordinary Meeting of Council held on Tuesday 9 March 2021 be confirmed as a true and accurate record.

Moved/Seconded

6.2 **Farm & Aerodrome Committee – 16 March 2021**

D21/8645 (Pages 14-21)

RECOMMENDATIONS

1. THAT the unconfirmed minutes of the Farm & Aerodrome Committee meeting held on Tuesday 16 March 2021 be received.

2. THAT the recommendations in the minutes of the Policy & Services Committee meeting held on Tuesday 16 March 2021 be adopted.

Moved/Seconded

6.3 **Audit & Risk Committee – 16 March 2021**
D21/9431 (Pages 22-32)

RECOMMENDATIONS

1. THAT the unconfirmed minutes of the Audit & Risk Committee meeting held on Tuesday 16 March 2021 be received.
2. THAT the recommendations in the minutes of the Audit & Risk Committee meeting held on Tuesday 16 March 2021 be adopted.

_____/_____
Moved/Seconded

6.4 **Extraordinary Meeting of Council – 23 March 2021**
D21/9666 (Pages 33-36)

RECOMMENDATION

THAT the minutes of the Extraordinary Meeting of Council held on Tuesday 23 March 2021 be confirmed as a true and accurate record.

_____/_____
Moved/Seconded

6.5 **Policy & Services Committee – 23 March 2021**
D21/9613 (Pages 37-34)

RECOMMENDATIONS

1. THAT the unconfirmed minutes of the Policy & Services Committee meeting held on Tuesday 23 March 2021 be received.
2. THAT the recommendations in the minutes of the Policy & Services Committee meeting, including those in the public excluded section, held on Tuesday 23 March 2021 be adopted.

_____/_____
Moved/Seconded

6.6 **Sport New Zealand Rural Travel Fund Assessment Committee – 6 April 2021**
D21/10812 (Pages 45-47)

RECOMMENDATIONS

1. THAT the unconfirmed minutes of the Sport New Zealand Rural Travel Fund Assessment Committee meeting held on Tuesday 6 April 2021 be received.
2. THAT the recommendations in the minutes of the Sport New Zealand Rural Travel Fund Assessment Committee meeting held on Tuesday 6 April 2021 be adopted.

/_____
Moved/Seconded

6.7 **Taranaki Solid Waste Joint Committee - 3 March 2021**
(Pages 48-50)

RECOMMENDATIONS

THAT the unconfirmed minutes of the Taranaki Solid Waste Committee meeting held on Thursday 25 February 2021 be received.

/_____
Moved/Seconded

6.8 **Taranaki Regional Transport Committee - 3 March 2021**
(Pages 51-56)

RECOMMENDATIONS

THAT the unconfirmed minutes of the Taranaki Regional Transport Committee meeting held on Wednesday 3 March 2021 be received.

/_____
Moved/Seconded

6.9 **Taranaki Civil Defence Emergency Management Group Joint Committee - 10 March 2021**
(Pages 57-63)

RECOMMENDATION

THAT the unconfirmed minutes of the Taranaki Civil Defence Emergency Management Group Joint Committee meeting held on Wednesday 10 March 2021 be received.

/_____
Moved/Seconded

7. **DISTRICT MAYOR'S REPORT**

D21/10793 (Pages 64-92)

RECOMMENDATION:

THAT the District Mayor's report be received.

Moved/Seconded

8. **DECISION REPORT – PROPOSED ROAD CLOSURE FOR ANZAC DAY COMMEMORATIONS 2021**

D21/8426 (Pages 93-103)

RECOMMENDATIONS

1. THAT the report be received.
2. THAT pursuant to Section 342(1) (b) in accordance with Schedule 10 clause 11(e) of the Local Government Act 1974, notice is hereby given that the Stratford District Council proposes to close the following roads on Sunday 25 April 2021, between the hours stated in the recommendation below, for the purpose of the ANZAC Day Dawn Service:
 - Miranda Street between Fenton Street and Regan Street – 5:30am to 8:00am
 - No Parking on the western side of Juliet Street between Regan Street and No. 53 Juliet Street – 6:00am to 10:00am

Recommended Reason

In order for the Stratford District Council to hold ANZAC Day commemorations, it is necessary to close the roads listed above for the safety of the public gathering for the dawn service at the Cross of Sacrifice on Miranda Street. The parking restriction along part of Juliet Street is for the purposes of a display of military vehicles following the ANZAC commemorations. The proposed road closures require formal endorsement by a Council resolution

Moved/Seconded

9. **PUBLIC FORUM RESPONSE**

Name: Richard Pratt
Subjects: Heritage status of the town
Hot pools in Stratford.
Response:

Name: Brent O’Sullivan & Tracey Haskell
Subjects: On-going issue with stock on road (Tahora)
Abandoned vehicles (Tahora)
Walkways – Whangamomona Forestry – request for update
Recycling – on-going plans
Response:

10. **QUESTIONS**



Health and Safety Message

In the event of an emergency, please follow the instructions of Council Staff.

Please exit through main entrance.

Once you reach the footpath outside please turn left and walk towards the Bell tower congregating on lawn outside the Council Building.

Staff will guide you to an alternative route if necessary.

If there is an earthquake – drop, cover and hold where possible. Stay indoors till 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 2021 Ordinary and Extraordinary Council meetings.

Date	09/02/21	09/03/21	23/03/21	13/04/21	11/05/21	08/06/21	13/07/21	10/08/21	14/09/21	12/10/21	09/11/21	14/12/21
Meeting	O	O	E	O	O	O	O	O	O	O	O	O
Neil Volzke	✓	✓	✓									
Grant Boyde	✓	✓	✓									
Rick Coplestone	✓	✓	✓									
Peter Dalziel	✓	✓	✓									
Jono Erwood	A	✓	✓									
Amanda Harris	✓	✓	✓									
Alan Jamieson	✓	✓	✓									
Vaughan Jones	A	✓	✓									
Min McKay	✓	✓	✓									
John Sandford	✓	✓	✓									
Gloria Webby	✓	✓	✓									

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

MINUTES OF THE ORDINARY MEETING OF THE STRATFORD DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, STRATFORD DISTRICT COUNCIL ON TUESDAY 9 MARCH 2021 AT 3.30PM

PRESENT

The District Mayor N C Volzke (the Chairman), the Deputy Mayor A L Jamieson, Councillors G W Boyde, P S Dalziel, J M S Erwood, R W Coplestone, A K Harris, V R Jones, M McKay, W J Sandford and G M Webby.

IN ATTENDANCE

The Chief Executive – Mr S Hanne, the Director Community Services – Ms K Whareaitu, the Director Environmental Services – Mr B Sutherland, the Director – Corporate Services – Mrs T Radich, the Executive Administration Officer – Mrs E Bishop, the Communications Manager – Ms G Gibson, the Community Development Officer – Mrs S Shepherd, and one member of the media (Stratford Press).

1. **WELCOME**

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

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

2. **APOLOGIES**

An apology was noted from the Director Assets – Mrs V Araba.

RECOMMENDATION

THAT the apology be noted.

BOYDE/DALZIEL
Carried
CL/21/12

3. **ANNOUNCEMENTS**

The District Mayor noted the next Ordinary meeting of Council will be held in Whangamomona on 13 April 2021. This will include a roadtrip to a place of interest for Councillors an itinerary will be circulated as soon as this is confirmed. He asked Councillors to allow for a late morning start.

4. **DECLARATIONS OF MEMBERS INTEREST**

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

The declaration of member's interest was circulated for updating.

5. **ATTENDANCE SCHEDULE**

The Attendance Schedule for Ordinary and Extraordinary Council meetings was attached.

6. **CONFIRMATION OF MINUTES**

6.1 **Ordinary Meeting of Council – 9 February 2021**
D21/4592 (Pages 6-10)

RECOMMENDATION

THAT the minutes of the Ordinary Meeting of Council held on Tuesday 9 February 2021 be confirmed as a true and accurate record.

WEBBY/BOYDE
Carried
CL/21/13

6.2 **Policy & Services Committee – 23 February 2021 (Hearing)**
D21/6292 (Pages 11-14)

RECOMMENDATIONS

1. THAT the unconfirmed minutes of the Policy & Services Committee meeting, to hear and consider submissions to the Control of Advertising Signs Bylaw, held on Tuesday 23 February 2021 be received.

VOLZKE/ERWOOD
Carried
CL/21/14

2. THAT the recommendations in the minutes of the Policy & Services Committee meeting, to hear and consider submissions to the Control of Advertising Signs Bylaw, held on Tuesday 23 February 2021 be adopted.

COPESTONE/WEBBY
Carried
CL/21/15

6.3 **Policy & Services Committee – 23 February 2021**
D21/6393 (Pages 15-25)

RECOMMENDATIONS

1. THAT the unconfirmed minutes of the Policy & Services Committee meeting held on Tuesday 23 February 2021 be received.

VOLZKE/JONES
Carried
CL/21/16

2. THAT the recommendations in the minutes of the Policy & Services Committee meeting held on Tuesday 23 February 2021 be adopted.

McKAY/HARRIS
Carried
CL/21/17

7. **DISTRICT MAYOR'S REPORT**

D21/4036

(Pages 26-34)

RECOMMENDATION:THAT the District Mayor's report be received.VOLZKE/ERWOODCarriedCL/21/18**6.1**

The District Mayor noted the following points:

- It was noted the region had now returned to Alert Level 1.
- Councillors were reminded to keep themselves informed on the Three Waters Reform progress. There is a seminar being held on Thursday in Palmerston North which will give attendees one of the last opportunities to express their views or ask questions that could influence changes to the documents. The timeline shows a decision on these proposals will be made in May with legislation going to the house this month. The consultation period will be later in the year. The reform is very much on track and will result in some very big decisions for Councils to make. He noted he will continue to circulate any information he receives to all Councillors.
- He noted he had raised concern regarding the delays on the sealing of the Tangarakau Gorge with Waka Kotahi NZ Transport Agency. These delays were caused by consenting issues which have now been resolved. The window of opportunity over the summer has now closed for sealing work to commence however preparation work in the area will be completed to allow for the sealing to commence next summer.
- He noted the legislation amending the act that permitted public initiated polls to overturn a Council decision on the establishment of a Māori ward had now been passed and is now law. He felt that some Councillors may have let the threat of a public poll impact their initial decision to not proceed with establishing a Māori ward for the 2022 elections. The timeframes have been extended so Council could revisit this decision to establish a Māori ward for the 2022 elections or stick with the initial instruction to delay the establishment of a Māori ward until the 2025 elections to allow consultation with Iwi to be undertaken.

Points noted in discussion:

- The Deputy Mayor noted the view taken in August was that Officers would consult with Iwi to ensure the best outcome for both parties to get the best return from this decision. He felt the timeframes restricted the ability to really discuss the establishment of a Māori ward with Iwi.
- Councillor Dalziel felt it was very appropriate to have asked the question to revisit this decision now the rules have changed and the public can not petition against a decision to establish a Māori ward. He felt it was unnecessary to wait another three years to revisit this matter and felt there was sufficient time to consult with Iwi in the timeframes allowed.
- Councillor McKay supported revisiting the decision as the rules have now changed and the law change giving the ability for Council to change its mind. She noted the feedback from Iwi was that a Māori ward was a good place to start and would be consistent with other Councils. She felt it would offer the opportunity to discuss the make up of Council as a whole.
- Councillor Sandford noted he was happy to stick with the decision to leave the establishment of a Māori ward until the 2025 elections to ensure Council took its time and gets it right the first time.
- The District Mayor clarified he was asking Council if they would like to have a decision report brought later this month with all the facts and allow a decision to be made at that time. There were potentially three options that report could cover which were: 1) Stick with the status quo/do nothing until 2025 elections, 2) agree to create a Māori ward or 3) agree to go

out and consult with the community over April to gain a broader set of views and make the final decision in early May.

- Councillor Erwood felt any consultation would be rushed and put extra pressure on staff. He noted he had not seen any documents containing Iwi feedback on this issue.

RECOMMENDATION:

THAT a Decision Report be brought to the next Policy & Services Committee Meeting to allow Council to revisit the discussion to consider the establishment of a Māori Ward in the Stratford District for the 2022 elections.

McKAY/DALZIEL
Division
For 4
Against 7
Lost
CL/21/19

A division was called.

Those voting for the motion were: Councillors: Dalziel, McKay, Harris and the District Mayor.

Those voting against the motion were: Councillors: Boyde, Coplestone, Erwood, Jones, Sandford, Webby and the Deputy Mayor.

8. PUBLIC FORUM RESPONSE

Name: Jo Stallard
Subject: Development of an April Festival (annual) of Shakespeare as an entertainment and educational opportunity for Stratford.
Response: Thank for contributing to the forum and updating the Council. Offer support through the Community Services Team.

Name: Michael Carr
Subject: Sport Taranaki – Central Taranaki Update
Response: Acknowledge and thank for update.

9. QUESTIONS

- It was clarified the programme for the reseal of Broadway was scheduled to begin late March/early April. Recent overnight road closures were a result of waste water work being undertaken by Council prior to the new seal being laid. There would be a benefit of the movement of the pedestrian crossing as part of the work undertaken by Waka Kotahi NZ Transport Agency.
- The District Mayor noted that as part of the \$18 million investment into Taranaki roads work had been completed in Tariki, north and south of Inglewood and out of Eltham. He did not feel this work was anywhere near the promised spend of \$18 million and would ask Waka Kotahi NZ Transport Agency that question. The Chief Executive clarified that the work undertaken out of Eltham, near the landfill, was a result of a failure in both design and construction work so full liability fell on the designer and contractor. Repairs are done at their cost as well as a financial payment to Waka Kotahi NZ Transport Agency upon handing the road back to the agency.

The meeting closed at 3.55pm

N C Volzke
CHAIRMAN

Confirmed this 13th day of April 2021.

N C Volzke
DISTRICT MAYOR

**MINUTES OF THE FARM & AERODROME COMMITTEE MEETING
OF THE STRATFORD DISTRICT COUNCIL HELD IN THE COUNCIL
CHAMBERS, STRATFORD DISTRICT COUNCIL ON TUESDAY 16
MARCH 2021 AT 12 NOON**

6.2

PRESENT

Councillors G W Boyde (the Chairman), the District Mayor, N C Volzke, P S Dalziel, V Jones and Committee Members the Director Corporate Services – Mrs T Radich and the Property Officer – Mrs T Hinton.

IN ATTENDANCE

The Deputy Mayor – A L Jamieson, Councillor W J Sandford, the Chief Executive – S Hanne, the Director Assets – Mrs V Araba, the Director Environmental Services – Mr B Sutherland and the Executive Administration Officer – Mrs E Bishop and two members of the media (Stratford Press and the Taranaki Daily News).

1. WELCOME

The Chairman welcomed the District Mayor, the Chief Executive, Councillors and staff to the meeting of the Farm and Aerodrome Committee.

He reminded those present to ensure they were familiar with the health and safety notice at the start of the agenda.

2. APOLOGIES

An apology from the Director – Community Services – Ms K Whareaitu was noted.

3. ANNOUNCEMENTS

There were no announcements.

4. DECLARATION OF MEMBERS INTEREST

There were no declarations of interest relating to the agenda items.

5. ATTENDANCE SCHEDULE

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

6. CONFIRMATION OF MINUTES

- 6.1 Farm and Aerodrome Committee Meeting – 15 December 2020
D20/37137 (Pages 8-15)

RECOMMENDATION

THAT the minutes of the Farm and Aerodrome Committee Meeting, held on Tuesday 15 December 2020, be confirmed as a true and accurate record.

BOYDE/DALZIEL
Carried
F&A/21/1

7. MATTERS OUTSTANDING

- D20/11504 (Page 16)

RECOMMENDATION

THAT the matters outstanding be received.

JONES/DALZIEL
Carried
F&A/21/2

The Chief Executive Officer noted the following points:

- The differential pricing for aerodrome users had been discussed with Council during the Fees and Charges discussions. This is included in item 10 for this Committee's endorsement.
- Contact has been made with the aerodrag organiser who has confirmed this project is now included within plans for the Stratford Park.

8. PROGRAMME OF WORKS

- D20/28552 (Page 17)

RECOMMENDATION

THAT the programme of works be received.

BOYDE/JONES
Carried
F&A/21/3

9. **DECISION REPORT – LTP BUDGETS FOR FARM AND
AERODROME ACTIVITIES**

D21/7539 (Page 18-28)

6.2

RECOMMENDATIONS

1. THAT the report be received.

BOYDE/VOLZKE
Carried
F&A/21/4

2. THAT the Committee endorses the draft budgets within the Long Term Plan 2021-31 (“LTP”) for both the Farm and Aerodrome activities for Council to release for public consultation.

DALZIEL/VOLZKE
Carried
F&A/21/5

Recommended Reason

Endorsing the budgets fits within the scope of the Committee’s objectives.

The Director – Corporate Services noted the following points:

- This report seeks the Committee’s endorsement for the 10 year budgets that will go into the Long Term Plan (LTP) for the Farm and Aerodrome activities.
- The Farm budget was presented to the sharemilkers at their quarterly meeting and some minor changes were made.
- This includes the establishment of the Farm Reserve Account which was requested by this Committee to give the ability to decide annually if it was to recommend more than the agreed \$50,000 of the profit to be used for rate mitigations. This can be done for the following year and agreed upon at the time of approving the Annual Plan.
- The assumptions have been made on a \$6.25 pay out with farm production and dividends remaining the same.
- The actual financials are included on page 24 and are a high level report on the operations with a detailed report on page 25 and capital expenditure on page 26. These will be reviewed on an annual basis but show the forecast for the next 10 years.

Questions/Points of Clarification:

- Councillor Jones noted previous discussions regarding the approval of the in-shed feed system noted the efficiencies that this installation would provide but noted they were not reflected in the feed or sustenance budget. Mrs Radich clarified that the budget was conservative and the efficiencies had not been included as it was unclear how far that will reach at this time. The Chief Executive noted the budgets were subject to public consultation and therefore the in-shed feed system could still be removed, leaving the feed and sustenance budgets in gave security there would still be budget available should it be needed. The Chairman noted it was expected there would be an increase to production with the installation of the in-shed feed system.

- It was clarified that the option to fix the milk price had been delegated to the Chief Executive. He noted he had spoken to the sharemilker regularly regarding this option and at this point there was no appetite to fix the price with Fonterra.
- It was clarified that the fertiliser budget was the cost of the fertiliser with cartage and spreading the responsibility of the sharemilker, the off farm grazing and sustenance budgets were the 50% share we were required to pay towards these costs.
- It was clarified that the extra budget for race improvements had been added to the R&M Major Works line.
- It was noted the assumptions showed a fixed amount for rate mitigation with the rest of any profit being put towards debt repayment. Mrs Radich clarified that the Committee's terms were that \$50,000 would go towards rate mitigation and the rest would go towards debt repayment. What amount of the profit to be put into the reserve and/or towards debt repayment would need to be a deliberate decision made by the Committee at the time of receiving the Year End financials.
- Councillor Dalziel noted his concern with the reduction of debt repayments over the 10 year budget. He felt a set amount should be allocated towards principal loan repayments along with the \$50,000 rates mitigation and operating expenses, interest costs and depreciations would be a truer reflection of the Farm's financial performance. With the figures presented in this budget he did not feel the farm was economically viable. He felt a set repayment amount would show a deficit but felt at least this would be a truer budget. Mrs Radich noted the assumptions allowed for inflation on all expenses but this was not reflected in revenue. The milk price was out of our control so an average is used to set the budget. It would be hoped there would be an increase to revenue. The Chairman noted an increase in the milk price can make a huge difference but that it was very dependent on the year.
- The District Mayor acknowledged the income figures were conservative throughout the budget and felt comfortable with the debt repayments budgeted for in the first three years.
- It was clarified that these budgets would be reviewed at each Annual Plan. Councillor Dalziel noted he was satisfied there was an annual review but was not comfortable to set a full 10 year budget and indicate the Farm would carry residual debt while reducing loan repayments.
- It was noted that this Committee did not meet again until June therefore any requests to change the budget in the LTP would need to be changed by way of an internal submission during the consultation process.
- Councillor Jones requested the total debt amount on the farm and interest rates. He felt that the budgeted repayment of \$60,000 was well above what was required. Mrs Radich noted it was approximately \$1.8 million. It was requested that this information be brought back to the committee at the next meeting.
- It was clarified that a set loan repayment amount of \$30,000 (as suggested) would affect the interest amount throughout the budget.
- It was requested that the \$50,000 rate mitigation be brought out of the general rates line to show it clearly on the budget as an individual line.
- The Deputy Mayor noted the reducing repayments but acknowledged the need for budgets to be conservative.
- Councillor Dalziel noted he would support this budget as it stood due to the LTP timeline. He felt there was a better way to present the budget as this budget shows fixed revenue and this could be adjusted. The deeper concern was that the farm was simply not making enough money which would require another discussion. He would support

the inclusion of a separate budget line to show the rate mitigation if it didn't change figures for the LTP.

- The District Mayor noted there was no budget for additional software to record landing information and no budget for the additional revenue. Mrs Radich noted that the landing fees have not yet been agreed on by Council, the software costs would be offset by the revenue if landing fees are introduced.

10. **DECISION REPORT – AERODROME FEES AND CHARGES**

2021/22

D21/7596

(Page 29-34)

RECOMMENDATIONS

1. THAT the report be received.

JONES/BOYDE
Carried
F&A/21/6

2. THAT the Committee endorses the proposal to introduce Landing Fees at the Stratford Aerodrome, in addition to the introduction of other fees and charges, on the provision that the community is consulted on the proposal, in particular the Stratford Aeroclub and other aerodrome users, and all feedback is taken into account when making the final decision.

JONES/BOYDE
Carried
F&A/21/7

Recommended Reason

The Aerodrome activity is under the oversight of the Farm and Aerodrome Committee.

The Director – Corporate Services noted this report sought the Committee's endorsement of the introduction of new fees and charges at the Aerodrome. Most of these were around landing charges. If the committee agrees to these charges then consultation will follow with the users.

Questions/Points of Clarification:

- It was clarified that this endorsement would also support the new software required to track landings.

11. **INFORMATION REPORT – UPDATED ENVIRONMENTAL
TAIKI REPORT**
D21/7041 (Pages 35-87)

RECOMMENDATION

THAT this report be received.

JONES/BOYDE
Carried
F&A/21/8

Recommended Reason

To provide an update to the Farm and Aerodrome Committee of the newly updated Taiki Environmental report.

The Property Officer noted this was the updated Taiki Environmental Plan done by Fonterra. This has been updated to include greenhouse gas emissions. This plan ties everything together and includes optimisation of fertiliser and effluent on the farm and paddock strategies.

Questions/Points of Clarification:

- It was clarified that the indicator for feed storage would move to green now the old silage pit had been decommissioned and the new concrete pad completed.
- It was noted the farm was up to date with the environmental report and a lot of the recommendations have now been completed.
- The District Mayor noted how impressive the clinical and scientific analysis was and that it provided strong measures with goals and targets for environmental outcomes. He noted how well Council was featuring alongside these goals.
- It was clarified that riparian planting had all been completed which meant all streams and rivers are fenced off. This will be signed off within this report when the next site visit is undertaken.
- It was noted there was currently no charge for this plan.

12. **INFORMATION REPORT – RISK REVIEW**

D21/6686 (Pages 88-96)

RECOMMENDATION

THAT this report be received.

DALZIEL/JONES
Carried
F&A/21/9

Recommended Reason

To provide an update to the Farm and Aerodrome Committee of any changes to the Farm Risk Register and advice the Committee of any incidents in relation to the Top Seven Risk on the Risk Register from the previous quarter.

The Property Officer noted as this was a working document amendments can be made at any time.

13. **QUARTERLY REPORT – FARM AND AERODROME BUSINESS AND FINANCIAL REPORT**

D21/6694 (Pages 97-106)

RECOMMENDATION

THAT the report be received.

BOYDE/DALZIEL
Carried
F&A/21/10

Recommended Reason

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

The Property Officer noted the following points:

- This report provides current information on the financial position of the farm and aerodrome.
- The works programmes for both activities is attached.
- Milk production is down 2.3% but this is as a result of a drop in grass growth due to the rain at the beginning of the last quarter.
- The last quarterly sharemilkers meeting included a look over the farm which was a really positive experience. The farm race and concrete pad are now both complete. The contractor had to be brought back to install a drain along the race as this hadn't been completed. It was clarified there was no further expense for this as it had been a part of the initial scope for the job.

Questions/Points of Clarification:

- It was noted there was an error in milk revenue in the financial report on page 105. The Director – Corporate Services would amend this and resend it to the Committee.
- It was clarified that the capital expenditure was at January 2021 and not 2020.
- It was clarified the drop in aircraft movements between July and October were due to a significant drop in use over the winter months and the inaccuracy of the recording device.
- Councillor Jones thanked Mrs Hinton for sharing the minutes but requested that the attachments to the sharemilkers quarterly meeting be circulated.
- The Chairman noted the cooperative difference initiative which would result in an extra 10cents being added to the milk price. He confirmed the farm was well set up to comply with all requirements for this.

14. **QUARTERLY REPORT – HEALTH AND SAFETY**

D21/6703 (Pages 107-108)

RECOMMENDATION

THAT the report be received.

BOYDE/JONES
Carried
F&A/21/11

The Property Officer noted there was one recorded incident on the farm and none at the aerodrome. The sharemilker is continuing to work with Council’s Health and Safety Advisor regarding the chemicals held onsite and the fuel tank. The reported incident was a staff member driving a side by side into a water trough. This has been addressed with staff being reminded farm vehicles are to be treated like road vehicles.

15. **QUESTIONS**

The meeting closed at 1.01pm

G W Boyde
CHAIRMAN

Confirmed this 15th day of June 2021.

N Volzke
DISTRICT MAYOR

MINUTES OF THE AUDIT & RISK COMMITTEE MEETING OF THE STRATFORD DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, STRATFORD DISTRICT COUNCIL ON TUESDAY 16 MARCH 2021 AT 2PM

6.3

PRESENT

P Jones (the Chair), the District Mayor N C Volzke, the Deputy Mayor A L Jamieson, Councillors J M S Erwood, P S Dalziel and M McKay.

IN ATTENDANCE

The Chief Executive – Mr S Hanne, the Director Community Services – Ms K Whareaitu, the Director Corporate Services – Mrs T Radich, the Director Environmental Services – Mr B Sutherland, the Director Assets – Mrs V Araba, Councillors G W Boyde, G M Webby, and W J Sandford, the Administration & Communication Support Officer – Ms R Vanstone, the Health & Safety and Emergency Management Advisor – Mr M Bestall (*part meeting*), the Corporate Accountant – Mrs Christine Craig, the IT Manager – Mr Brendan Coles (*part meeting*), the Services Engineering Advisor – Mr Mike Oien (*part meeting*), the Communications Manager – Ms Gemma Gibson and two members of the media (Taranaki Daily News & Stratford Press).

1. WELCOME

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

2. APOLOGIES

No apologies were received.

3. ANNOUNCEMENTS

No announcements were made.

4. DECLARATION 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**

D21/6382 Page 8

RECOMMENDATION

THAT the Audit and Risk Committee's rolling programme of works up to the end of 2022 be received.

ERWOOD/McKAY
Carried
A&R/21/1

Questions/Points of clarification:

- The Director Corporate Services clarified that the Treasury Policy Review would be removed from the Programme of Works for the May Audit and Risk Committee meeting as it was adopted following the A&P Association loan approval.
- The Chief Executive was comfortable with the Chair's suggestion that the Financial Strategy be reviewed at the July meeting.

7. **CONFIRMATION OF MINUTES**

7.1 **Audit and Risk Committee Meeting Minutes – 1 December 2020**

D20/35439 (Pages 9-15)

RECOMMENDATION

THAT the minutes of the Audit and Risk Committee Meeting held on Tuesday 1 December 2020 be confirmed, with any amendments, as a true and accurate record.

JAMIESON/VOLZKE
Carried
A&R/21/2

The Chair thanked Mr Hanne for his assistance at this meeting which Mr Jones chaired by audio-visual link (Zoom).

8. MATTERS OUTSTANDING

D18/27474

(Page 16)

RECOMMENDATION

THAT the matters outstanding be received.

JONES/McKAY
Carried
A&R/21/3

6.3

Questions/Points of clarification:

- The Chair removed the Infrastructure Strategy from Matters Outstanding.
- Mrs Radich confirmed that the scope of the Tax Review would be brought to the July Audit and Risk Committee meeting and then outcomes of the review be reported back to the committee in November 2021.
- Mr Hanne clarified, with reference to workload and staff stress, that the staff wellbeing survey would be out shortly and a report back is planned for the May Audit and Risk Committee meeting.

9. INFORMATION REPORT – HEALTH AND SAFETY REPORT

D20/35439

(Pages 9-15)

RECOMMENDATION

THAT the report be received.

ERWOOD/McKAY
Carried
A&R/21/4

The Health & Safety and Emergency Management Advisor noted that corrective actions have taken place following the investigation of the chlorine leak at the TSB Pool. Mr Hanne was recognised for his assistance on the day of the leak.

Questions/Points of clarification:

- Councillor Dalziel would like to see data or indicators on staff turnover, sick leave etc in relation to staff wellbeing.
- The Chair sought comments from the Chief Executive. Mr Hanne clarified that specific employment matters should remain a management or operational issue. The staff wellbeing survey will trend data and this will be utilised to report back at a high level. He noted his hesitancy to comment on leave in a public environment.
- Councillor Dalziel considered that there were risks involved for the less obvious area of staff wellbeing and that as governors, elected members were accountable. He welcomed a dashboard view of the data.

- Mr Bestall clarified that data could be provided but questioned how this information would be used.
- Mr Hanne noted that EAP referrals was an indicator however the reasons why an employee accesses (or does not access) the service were not always clear. Resignation data was a reasonable indicator however.
- The Chair sought clarification on paragraph 2.5 of the report where it was noted that contractors were doing their best, as opposed to taking all practicable steps. Mr Bestall clarified that contractors were doing their best to do the right thing – an improvement on previous attitudes to health and safety, revealed during auditing. The Chair clarified that as PCBU, Council must ensure contractors are doing what they said they would do and see evidence of this.
- Mr Bestall confirmed that a trespass notice has now been served to a pool patron.

The Health & Safety and Emergency Management Advisor left the meeting at 2.22pm.

10. INFORMATION REPORT – CYBER RISK PREVENTION UPDATE

D21/7313

(Pages 21-27)

RECOMMENDATION

THAT the report be received.

RECOMMENDED REASON

The report provides the Audit and Risk Committee with information on how cyber risk is currently being managed and outlines further work that can be done to reduce cyber risk.

JAMIESON/McKAY

Carried
A&R/21/5

Questions/Points of clarification:

- Councillor Boyde noted his concerns around the breach of contract and asked how often network account checks were being conducted. The IT Manager clarified that the Council was currently considering the contract, which is up for review in two years, and a variation may be sought. Mr Coles noted that the cloud service provider was a major provider of Council's systems and support and the contract breach had resulted in a loss of trust.
- The Chair asked what the risks were regarding the breach. Mr Hanne clarified that Council was not given the opportunity to preapprove a data centre before data was put into it and that this was revealed quite by chance. The providers view is that they have provided a service whereas Mr Coles view is that the provider has skipped a step in the process.
- Councillor Boyde noted that having enabled accounts remaining operational following must have raised red flags. Mr Coles agreed adding that he conducts frequent audits in this area.

- Councillor Boyde asked whether, where data is breached, this is covered by insurance. Mr Coles clarified that insurance did not cover a data breach and that as data is Council’s biggest asset, it is therefore its biggest risk.
- The Chair noted that the provider in question also provides services to other local authorities and asked whether Mr Coles had had any contact with others. Mr Coles confirmed that he was currently focused in-house.
- Mr Coles clarified that the provider supplies two separate contracts to this Council – an ERP financial rating system and the managed services contract, which is due for renewal in two years. The provider has agreed to some changes in environmental design which would open the contract up for negotiation in the future.
- Councillor Dalziel sought clarification on whether the recent intrusion of the global Microsoft exchange had had consequences for this Council. Mr Coles confirmed that a patch was applied within hours of the vulnerability being notified.
- Councillor Erwood sought clarification on the cost of cyber insurance. Mrs Radich confirmed that cyber insurance premiums cost Council \$5,000 this year.
- The Chair was interested to know how Council is protected from ransom ware attacks. Mr Coles clarified that there were multiple levels of protection including anti-virus software and an app locker on servers while only approved software is permitted to run on servers (this protection is implemented at a policy level).
- Mr Coles clarified that five campaigns of phishing testing exercises are carried out annually.

The IT Manager left the meeting at 2.42pm.

11. INFORMATION REPORT – RISK REVIEW
D21/7044 (Pages 28-50)

<p><u>RECOMMENDATION</u></p> <p><u>THAT</u> the report be received.</p> <p><u>RECOMMENDED REASON</u></p> <p>To provide an update to the Audit and Risk Committee of any changes to the Council Risk Register and advise the Committee of any incidents in relation to the Top Ten Risk Register from the previous quarter.</p> <p style="text-align: right;"><u>JONES/DALZIEL</u> <u>Carried</u> A&R/21/6</p>

Questions/Points of clarification:

- Following questions from Councillor Dalziel regarding the scoring of catastrophic events and the design of the risk matrix, Mrs Radich confirmed that the Risk Policy, to be reviewed in July, will look at measuring impact and likelihood.

- There was much discussion around the risk of government reforms in the areas of 3 waters, fresh water and the Resource Management Act review as examples, and the impact of these reforms on local authorities and ultimately, the risk being increased costs to the ratepayer.
- The Director Environmental Services agreed to review the weighting in relation to risk 54 BCA Accreditation.
- It was agreed to workshop the Risk Policy review before the Audit and Risk Committee meeting in May followed by adoption of the policy in July.

12. INFORMATION REPORT – FINANCIAL RISK MANAGEMENT REPORT

D21/7303

(Pages 51-56)

RECOMMENDATION

THAT the report be received.

ERWOOD/DALZIEL
Carried
A&R/21/7

Questions/Points of clarification:

- The District Mayor commented that the approval process whereby the Chair of this committee and himself approve breaches of Council's Investment Policy, this has been working well thus far.
- The Chair noted that there was a general feeling of nervousness amongst councils around the ability to deliver entire capital works programmes where additional central government funded projects were taking precedence due to tight delivery timeframes. Mr Jones advised that Council may wish to develop a template in this area.
- The Deputy Mayor noted that elected members had asked such questions at Council level and were satisfied with the assurances given. Mrs Radich clarified that Council updates are provided to the Policy and Services Committee.
- The Chair sought clarification on whether Council was satisfied that the risks were identified and managed regarding capital works. Mr Hanne noted that of the projects which had received central government funding – roading is complete, the bike park is progressing, the pool has started and planning of the second trunk main is progressing. While there is a risk that these projects displace others, the availability of resources has been relatively positive.

13. **INFORMATION REPORT – WATER SUPPLY – HEAVY METALS MONITORING**

D21/6867

(Pages 57-62)

RECOMMENDATION

THAT the report be received.

Recommended Reason

The Audit and Risk Committee has a responsibility to monitor Council's management of risk, of which Council's practice of heavy metals monitoring in drinking water supplies is one.

VOLZKE/JONES

Carried
A&R/21/8

6.3

The Director Assets noted the following points:

- A correction to paragraph 4.1, "*That heavy metals ... even in minor quantities can cause developmental issues*".
- That Appendix 2 has been corrected and tabled.

Questions/Points of clarification:

- The District Mayor acknowledged staff for bringing this report to Council. Following the Dunedin City Council experience, it is appropriate that Council provides assurances to the public and that monitoring is brought forward. The Mayor welcomes the results of the monitoring being reported to the Policy and Services Committee.

The Services Engineering Advisor left the meeting at 3.19pm.

14. **INFORMATION REPORT – LONG TERM PLAN – ASSUMPTIONS & RISKS**

D21/6973

(Pages 63-86)

RECOMMENDATIONS

1. THAT the report be received.
2. THAT the Audit and Risk Committee considers the assumptions made in preparation of the Long Term Plan 2021-31, and whether the risks that may result from making these assumptions are being managed adequately.

Recommended Reason

The Committee has a responsibility to monitor Council's risk management processes.

DALZIEL/McKAY

Carried
A&R/21/9

Questions/Points of clarification:

- Councillor Erwood sought an explanation of the Asset Condition Assessment graph on page 68. The Director Assets will provide this separately to elected members.
- Councillor Dalziel acknowledged the report writers and suggested that the freshwater regulations and carbon zero which will have an impact on the Council farm, should also be included.
- Mrs Radich clarified that Audit NZ have reviewed the document and suggested changes.

15. INFORMATION REPORT – BUILDING CONSENT AUTHORITY ACCREDITATION REPORT

D21/6864

(Pages 87-90)

RECOMMENDATION

THAT the report be received.

Recommended Reason

As an accredited Building Consent Authority the Stratford District Council must ensure its procedures and practices for building consent matters meet legal requirements.

JAMIESON/ERWOOD

Carried

A&R/21/10

The Director – Environmental Services noted that the Quality Assurance Manual will be finished by the end of next week.

Questions/Points of clarification:

- Councillor McKay sought clarification on whether Council continued to process commercial building consents. Mr Sutherland confirmed that Council are using consultants for complex consents and commercial consents generally fell into this category.
- The Deputy Mayor sought clarification on whether Council was still meeting its (processing) obligations. Mr Sutherland confirmed that Council remains by and large compliant with the 20 working day processing timeframe.
- Councillor Sandford sought clarification on whether ratepayers were picking up the additional costs incurred with the use of consultants. Mr Sutherland clarified that costs depended on the type of application being presented. He added that Council would not be able to keep up with the workload otherwise.
- The Chair asked if the risks of using consultants had been considered. Mr Sutherland noted that one of the risks of using consultants was that the organisation had no direct control over their activities however this had to be balanced with the complexity of the work being carried out. Mr Hanne added that the higher risk work was outsourced. Also, Council have less control over the timeframes as consultants tended to have multiple clients although this was not an issue at present and Council continues to meet its 20 working day timeframes. Mr Sutherland noted that this timeframe needs close management however.

**16. INFORMATION REPORT – ANNUAL REPORT 2019/20 –
PROGRESS ON AUDIT ISSUES**

D21/6662

(Pages 91-95)

6.3

RECOMMENDATION

THAT the report be received.

JONES/VOLZKE

Carried

A&R/21/11

Recommended Reason

This report informs the Audit and Risk Committee of the issues identified in the final Audit New Zealand Management Report for the 2019/20 Annual Report, summarising the actions that have or intend to be taken by Council officers to respond to audit recommendations with respect to each issue raised.

Questions/Points of clarification:

- Councillor Dalziel sought an update on the reconciliation between RAMM and the fixed asset register – an outstanding audit issue which had been around for some time.
- The Chair clarified that the issue could be removed if this committee collectively agreed to do so. As background, the Chair clarified that the issue is that the accounting standard requires Council to record the cost of replacement level. The problem with RAMM is that it is designed as a roading asset management system which does not record some information but records other information. RAMM cannot perform as a fixed asset register. To get around this, Council could revalue its roading assets every year – the RAMM data provides some information but does not hold the valuation data required for the exercise. There are advantages and downsides, for instance, the amount of work required on an annual basis is greater given this is a significant piece of work to go through each line item.
- The Chair clarified that, depending on data quality and whether the data is current, peer-reviewed and run, a revaluation would take a solid week. Every three years, that work might be two weeks for one person. The Chair spoke to his experience of carrying out a water revaluation in recent years.
- The District Mayor sought clarification on the implications of taking action, beyond the balance sheet. Mrs Craig noted that RAMM records different data for a different purpose. Mrs Radich noted depreciation.
- Mr Hanne clarified that all councils must run a RAMM system to be eligible for Waka Kotahi NZ Transport Agency funding. Some councils have tried to step away from it, unsuccessfully.
- Councillor Dalziel asked if all councils face this problem? The Chair clarified that this is the first council considering this recommendation. Other council's maintain a roading fixed asset register (for financials) as well as RAMM.

RECOMMENDATION

THAT the Audit and Risk Committee recommends to Council that the general ledger is not reconciled to the RAM database and that the Chief Executive bring a report to the appropriate Audit and Risk Committee providing the assurance that the carrying value of the roading asset is fairly valued.

JONES/VOLZKE
Carried
A&R/21/12

6.3

- Councillor Dalziel sought clarification on why Council could not reconcile the general ledger and the asset management system on a monthly basis. Mrs Craig clarified that the generally invoices are inputted as they come in but some of the bigger projects get capitalised upon completion – this is a simple accounting process. Audit NZ are however satisfied with Council’s solution to balance as at 30 June. The Chair recommends that a quarterly balance is best and a six monthly balance is gold standard for a larger council with more resourcing. An annual balance in this case is satisfactory.
- The District Mayor likened the situation to Audit NZ asking Council to do all of its year end journals on a monthly basis – a truck load of work for no benefit.

17. AUDIT NZ CORRESPONDENCE

- Audit NZ – Audit Engagement Letter (Pages 96-113)
- Audit NZ – Report to Council on the Audit of Stratford District Council For the Year Ended 30 June 2020 (Pages 114-143)

The following points were noted:

- That the District Mayor has signed the Audit engagement letter.
- The first stage of the LTP has been completed.
- Mrs Radich expects that the LTP consultation document will be adopted at next Tuesday’s council meeting.

18. GENERAL BUSINESS

No general business was discussed.

19. QUESTIONS

No questions were asked.

The meeting closed at 3.50pm.

Audit & Risk Committee 16/03/21
D21/9431

P Jones
CHAIRMAN

Confirmed this 18th day of May 2021.

N Volzke
DISTRICT MAYOR

6.3

MINUTES OF THE EXTRAORDINARY MEETING OF THE STRATFORD DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, STRATFORD DISTRICT COUNCIL ON TUESDAY 23 MARCH 2021 AT 2.00PM

PRESENT

The District Mayor N C Volzke (the Chairman), the Deputy Mayor A L Jamieson, Councillors G W Boyde, P S Dalziel, J M S Erwood, R W Coplestone, A K Harris, V R Jones, M McKay, W J Sandford and G M Webby.

IN ATTENDANCE

The Chief Executive – Mr S Hanne, the Director Community Services – Ms K Whareaitu, the Director Environmental Services – Mr B Sutherland, the Director – Corporate Services – Mrs T Radich, the Director Assets – Mrs V Araba, the Executive Administration Officer – Mrs E Bishop, the Communications Manager – Ms G Gibson, the Corporate Accountant – Mrs C Craig, Mr C Webby (Audit NZ) and one member of the media (Stratford Press).

1. **WELCOME**

The District Mayor welcomed the Chief Executive, Councillors, staff, Mr Webby of Audit NZ and the media.

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

2. **APOLOGIES**

There were no apologies.

3. **ANNOUNCEMENTS**

The Chief Executive noted an up to date Consultation Document had been handed to all Councillors. There was a tracked changes document sent to all Councillors to show minor amendments made by Audit NZ following the circulation of the agenda.

4. **DECLARATIONS OF MEMBERS INTEREST**

The District Mayor 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 Ordinary and Extraordinary Council meetings was attached.

6. **DECISION REPORT – ADOPTION OF SUPPORTING INFORMATION
AND CONSULTATION DOCUMENT FOR THE LONG TERM PLAN
2021-2031**

D21/8666

(Pages 6-11)

RECOMMENDATIONS

1. THAT the report be received.

JAMIESON/McKAY
Carried
CL/21/20

2. THAT the following supporting information, relied on by the content of the Consultation Document be adopted:
 - Proposed Community Outcomes
 - Infrastructure Strategy
 - Fees and Charges
 - Financial Strategy
 - Revenue and Financing Policy
 - Significance and Engagement Policy
 - Development and Financial Contributions Policy
 - Financial Statements
 - Accounting Policies
 - Forecast Assumptions
 - Funding Impact Statements
 - Waste Water Asset Management Plan
 - Stormwater Asset Management Plan
 - Solid Waste Asset Management Plan
 - Property Asset Management Plan
 - Roading Asset Management Plan
 - Water Supply Asset Management Plan
 - Parks, Reserves & Cemeteries Asset Management Plan

VOLZKE/BOYDE
Carried
CL/21/21

3. THAT the Consultation Document for the Proposed Long Term Plan 2021-2031 be adopted.

4. THAT Council delegate authority to the Chief Executive to approve any final edits and design changes required to the Consultation Document and/or supporting information to finalise documents for printing and distribution.

5. THAT Council releases the Consultation Document for Special Consultative Procedure.

BOYDE/HARRIS
Carried
CL/21/22

Recommended Reason

The adoption of the Long Term Plan 2021-2031 supporting information and the Consultation Document are statutory requirements under the Local Government Act 2002.

The Chief Executive noted the following points:

- This document is a result of the collective work undertaken by staff and Elected Members dating back to the A&P Show in November 2019 when engagement was begun to what the community would like enclosed in the plan going through.
- He thanked Councillors for their participation through workshops which even continued via audio visual link during the Level 3 and 4 lockdowns in 2020.
- The four key issues identified were water conservation, solid waste, economic development targeted rates and another Council led subdivision.
- He expressed his gratitude of the team who were instrumental in the process namely the Director – Community Services, the Director – Corporate Services, the Director – Assets, the Corporate Accountant and the Communications Manager.
- Following the adoption of the Consultation Document and the supporting information public consultation will begin.

Mr Chris Webby (Audit NZ) noted the following points:

- It was noted this had been one of the toughest Consultation Document rounds given the COVID situation, the amount of work being undertaken by Councils and the 3 waters reform.
- The 5 C's were the main focus for Audit being Climate Change, COVID, Capital do-ability, Condition of Assets and the Consultation Document. Audit were happy that the Consultation Document covered all these. There had been questions raised regarding project do-ability but were happy with what Council has in place to achieve these capital projects.
- The 3 Waters Reform is key in the sector at the moment and have kept the assumptions the same with the Audit Opinion emphasising the matter to direct readers to the assumption to ensure they are aware of what is happening in the background.
- Audit NZ is satisfied to issue the Audit Opinion today if Council approves the underlying information and the Consultation Document.

Questions/Points of clarification:

- It was noted some of the underlying statements for the 3 waters do show the worst case scenarios. Mr Webby noted that it was important to ensure readers are aware this is going on at the moment to the best of our knowledge. The District Mayor noted if Council opted into the 3 Waters reform then the capital projects would fall out of Years 24 onwards in the document during the next Long Term Plan round.
- It was requested that the asset management plans be updated to use the most recent population figures.
- It was clarified that the Brecon Road Bridge Project did not feature as a key project as even though it had been brought forward it still fell outside of the three year scope of this document. The budget in Years 2 and 3 related to consultant work and the production of a business case to ensure it is a viable project. It would then be a key project in the next Long Term Plan. It was noted that this timeline aligned with the Regional Transport Plan.
- Councillor Dalziel noted his concern that the sample rates did not clearly state that the 4.25% was an average and some of the residential examples were much higher than this. He felt this was misleading to the urban residents. The Chief Executive noted the 4.25% increase was correct but it is not an average, it is the change in overall budget. The District Mayor commended the display of increases in valuations. It was noted that these sample properties were genuine properties and the information was factual.
- Councillor Boyde congratulated the staff and Councillors for the hours that have contributed to developing this Long Term Plan as the single most important document that is produced by Council. He noted he was looking forward to hearing the feedback from the community.

7. **QUESTIONS**

There were no questions.

The District Mayor encouraged Councillors to ensure they are familiar with the Consultation Document and reminded them to attend the community meetings where possible.

The meeting closed at 2.32pm.

N C Volzke
CHAIRMAN

Confirmed this 13th day of April 2021.

N C Volzke
DISTRICT MAYOR

MINUTES OF THE POLICY AND SERVICES COMMITTEE MEETING OF THE STRATFORD DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBERS, STRATFORD DISTRICT COUNCIL, MIRANDA STREET, STRATFORD ON TUESDAY 23 MARCH 2021 AT 3.00PM

PRESENT

The Deputy Mayor A L Jamieson (the Chairman), the District Mayor N C Volzke, Councillors M McKay, V R Jones, R W Coplestone, G W Boyde, W J Sandford, A K Harris, J M S Erwood, P S Dalziel and G M Webby.

IN ATTENDANCE

The Chief Executive – Mr S Hanne, the Director – Community Services – Ms K Whareaitu, the Director – Environmental Services – Mr B Sutherland, the Director – Corporate Services – Mrs T Radich, the Director – Assets – Mrs V Araba, the Executive Administration Officer – Mrs E Bishop, the Communications Manager – Ms G Gibson, the Roading Assets Manager – Mr S Bowden (*part meeting*), the Property Officer – Mrs T Hinton (*part meeting*), the Parks and Reserves Officer – Mrs M McBain (*part meeting*), the Services Assets Manager – Mr S Pathmanathan (*part meeting*), the Special Projects Manager – Mr N Cooper (*part meeting*) and one member of the media (Stratford Press).

1. **WELCOME**

The Deputy Mayor welcomed the District Mayor, Councillors, staff, and the media. He reminded Councillors to ensure they are familiar with the health and safety message including evacuation procedures which he read.

2. **APOLOGIES**

No apologies were received.

3. **ANNOUNCEMENTS**

The Chief Executive introduced Sean Pathmanathan as the new Services Asset Manager. He has replaced Mike Oien who has moved sideways into an advisory position.

4. **DECLARATIONS OF MEMBERS' INTEREST**

The Deputy Mayor 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 Policy and Services Committee meetings was attached.

6. **CONFIRMATION OF MINUTES**

6.1 **Policy and Services Committee Meeting – 23 February 2021 - Hearing**
D21/6292 Pages 8-11

RECOMMENDATION

THAT the minutes of the Policy and Services Committee Meeting held on Tuesday 23 February 2021, to hear and consider submissions to the Draft Control of Signs Bylaw, be confirmed as a true and accurate record.

BOYDE/COPLESTONE
Carried
P&S/21/33

6.5

6.2 **Policy and Services Committee Meeting – 23 February 2021**
D21/6393 Pages 20-30

RECOMMENDATION

THAT the minutes of the Policy and Services Committee Meeting held on Tuesday 23 February 2021 be confirmed as a true and accurate record.

COPLESTONE/WEBBY
Carried
P&S/21/34

7. **MATTERS OUTSTANDING**

D16/47 Page 31

RECOMMENDATION

THAT the matters outstanding be received.

ERWOOD/BOYDE
Carried
P&S/21/35

The Chief Executive noted the following points:

- The Street Numbering matter will continue to be updated via the Environmental Services monthly report.
- It was approved by the committee to record damage caused by forestry slash as a new line in the Assets monthly report. This will be at zero until there is an incident to report.

8. **MONTHLY REPORTS**

8.1 **ASSETS REPORT**
D21/6836 Pages 32-56

RECOMMENDATION

THAT the reports be received.

DALZIEL/ERWOOD
Carried
P&S/21/36

The Special Projects Manager joined the meeting at 3.05pm

The Director – Assets noted the following points:

- The roading reseal programme has been completed for the year.
- There is still high overnight water usage in Midhirst but there has been a reduction in total consumption due to a leak that was fixed two weeks ago.
- The three waters performance measures were unable to be updated due to problems with the new version of Asset Finda. It is expected these will be up to date at the next Policy & Services Committee meeting.

Questions/Points of Clarification:

- The District Mayor noted the drop in water consumption at Midhirst and Toko was significant in percentage of total consumption and was pleased to see this outcome as a compliment to Councils conservation goals in the Consultation Document.
- It was clarified that there was not a District graph to supplement the contamination with recycling as the data is collected and coordinated from the MRF Station in New Plymouth. The bin audit and tag results are used as an indication of contamination at town level. It is believed the contamination is due to the process at the station itself but is still under investigation
- Councillor McKay complimented the wheelie bin coordination by the Midhirst residents and that it was pleasing to see this recognised in Central Link. It was noted Officers were open to applying the practice of bins being put together in an area across into Stratford.
- It was noted that the Farm milk production was at 123,000 milk solid last which was 14% ahead for the month and 1% behind for the season which was an outstanding turn around from the impact of the bad weather in December.
- It was clarified that the discharge at the sale yards did come into the residential system and the consent noted was ensuring users are consented and charged for their discharge.
- It was clarified that the relaxing of standards for the bin audits was a result of a change in bin auditor and because of the contamination at the MRF station. The criteria for green and red tags has been tightened with a more educational approach being taken with amber tags. This should result in higher green tag results.
- It was noted that the Walking Access Commission was still waiting for NZ Forestry to approve the easement conditions as the agents for Kingheim. Council can not do anything until it has been formally appointed by the commission which cannot occur until the easements have been agreed upon.
- It was clarified the planned work on the farm workers cottage was part of the major works budget.
- Clarification was requested on the number of permanent residents in the holiday park figures.
- It was clarified the budget for the avian invasion would be out of the waste water budget and that there some really cheap solutions to chase birds away.

The Property Officer, the Parks & Reserves Officer and the Services Asset Manager left the meeting at 3.19pm.

8.2 **COMMUNITY SERVICES REPORT**

D21/6428

Pages 57-65

RECOMMENDATION

THAT the reports be received.

McKAY/HARRIS
Carried
P&S/21/37

The Director – Community Services noted the following points:

- The new Youth Council was sworn in during February and it was confirmed they had booked two spaces for public forum presentations during the year as requested by Councillors in attendance.
- Both the Summer Nights Concert and AmeriCARna went ahead and were well received. The Summer Nights movie and Children’s Day were cancelled due to the change in COVID Alert Levels.
- The new desk has arrived in the Library and is looking good.
- The new logo will have a soft and slow launch with the first use being in the Consultation Document.

Questions/Points of Clarification:

- It was noted that Shakespeare themed street flags had been erected in preparation for April as well as the Shakespeare school holiday plans at the Library. It was requested that the plan for the Shakespeare support in April be circulated to Councillors.
- The District Mayor noted the success of the Mayors Taskforce for Jobs project and thanked the Workforce Coordinator for the outstanding work she has done. He noted that grants from the fund can help subsidise wages, training, tertiary qualifications or purchase equipment needed such as tools. This is advantageous in removing barriers for those seeking employment. He urged Councillors to let any young person looking for work, or businesses looking to employ, to contact the Workforce Coordinator as this programme was only until the end of June 2021. It was clarified that both Hawera and New Plymouth were not eligible for this funding which has resulted in barriers being removed and the ability to help fund those looking at employment at either of the neighbouring Districts.
- Councillor Harris noted there had been positive feedback received on the Library Community Engagement at the Whangamomona Hall.

Council Organisations and Council Representatives on Other Organisations

- Councillor McKay noted the Stratford Business Association had held a BA5 in March after the previous one had been cancelled due to COVID Alert Levels. Work has also begun on the strategic direction of the organisation which will lead into the partnership with Council and clearly identify what side does what. It was clarified there is a steady increase of members which is usually a couple new a month. It was not known what the percentage of total businesses in Stratford was.
- Councillor Webby noted the Positive Ageing Forum held last Thursday was very successful and covered a range of topics from the Mayoral Council update, the Youth & Children’s Librarian and Community Engagement Officer presenting on the digital services the library offers and also Grant Commerford, manager of TSB Bank Stratford, who answered many queries from the community. The forum closed with the Taranaki Swiss Band which were very good.

8.3 **ENVIRONMENTAL SERVICES REPORT**

D21/6619 Pages 66-72

RECOMMENDATION

THAT the reports be received.

JONES/McKAY
Carried
P&S/21/38

The Director – Environmental Services noted the following points:

- It was noted the building consent digitally received was incorrect but the total number was right.
- This month was the next in series of months with buoyant development which is a very positive sign.

- Street numbering has moved onto the boundary of Regan and Glanville Road and consultation has begun with affected parties.

Questions/Points of Clarification:

- It was clarified that no swimming pool inspections had been completed in February or January as this task would be saved for quieter periods.
- The District Mayor noted the outstanding number of new dwellings with 33 so far this year compared to 29 last year.
- It was clarified that the Pembroke Road renumbering was part of a series of roads requiring attention. Due to the significant scale of the Pembroke Road issues this would be left till the last project.
- It was clarified that earthquake prone building evaluations would be moving up in priority now. The cut off for this is now two years away.

8.4 **CORPORATE SERVICES REPORT**
 D21/7955 Pages 73-91

RECOMMENDATION

THAT the reports be received.

WEBBY/HARRIS
 Carried
 P&S/21/38

The Director – Corporate Services noted the following points:

- There are some projects highlighted in the capital expenditure table that have the expected completion date as pending. Usually there are no carry forwards done in a Long Term Plan year however this year is unique where Council has received so much stimulus funding with tight timeframes so those projects have needed to be completed which in turn has put pressure on the industry and contractor availability. More projects may be added as pending before the end of the financial year. It was suggested that Council may be required to consider carryover of some of the uncompleted work and associated budgets.
- It was highlighted last month that Council was repaying some of its debt and refinancing next month. Interest rates are increasing every week especially the longer term rates so it will be good to get it set up now for a longer period.

Questions/Points of Clarification:

- It was clarified that growth/level of service is funded by debt but that replacements are funded from depreciation and reserves. The pending projects are not causing debt or the budgets are in a reserve where it can remain until it is used.
- It was noted the Liabilities and Investment Statement required the A&P Association end date to be amended to December 2032.
- It was clarified that separate from the Long Term Plan projects, smaller projects such as office floor coverings fell into larger capital project budgets with changes and decisions on these being made internally at management level.
- It was noted that budgets set for the 3 waters were continuing with the assumption that Council is continuing as normal to maintain the service to the communities. Stratford is not in the worst position for its services therefore would not take priority if it decided to opt into the water reforms. It was important to ensure it remains in a good condition for our residents.

9. **QUESTIONS**

- It was asked that Mr Cooper arrange a tour of the bike park facility for Councillors. This may be organised in conjunction with the trip to Whangamomona in April. In the meantime a visual presentation would be given at the conclusion of the meeting.
- It was noted the far end of the centennial rest rooms had not been painted. This was outside of the original scope of the project and the expense of the required scaffolding has meant there is no budget for this.
- It was confirmed there had been a media release done for the blessing of the pool site and one in draft format that would note that work has started and have a copy of the floor plan attached. Signage has been ordered for the site and will also include the floor plan.
- It was clarified that Officers were currently in negotiations with Chorus regarding the former Post Office building on Miranda Street.
- It was noted that providing charging stations would be outside of Council's core services and would require significant funding. A collaborative approach had been taken to install one in the War Memorial Carpark but had fallen over due to funding having been allocated to another location but subsequently not gone ahead. The Regional Land Transport Committee have discussed this issue and the District Mayor has since followed it up with the National Party Energy Spokeswomen, Barbara Kuriger. There is no strategy at a national level for a roll out of these and they were currently appearing ad-hoc depending on who the supplier is. There are currently three in Taranaki and the cost is approximately \$75,000 to install. He noted he will encourage a regional collaborative approach at the Mayoral Forum to look at strategic places to have travel needs met. He did not feel this should be a cost to Council as there were private suppliers in New Zealand.
- It was requested that the Chief Executive look into a submission to the Climate Change Commissions proposal. He would email Councillors to collect their views on the matter to collate into a submission if this was supported.

10. **RECOMMENDATION TO EXCLUDE THE PUBLIC**

RECOMMENDATION

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

Agenda Items No: 11

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
Abandoned Land	The withholding of the information is necessary for commercial sensitivity	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. Section 7(2)(b)(ii) of the Local Government Official Information and Meetings Act 1987.

McKAY/DALZIEL
Carried
P&S/21/39

The Roading Asset Manager and the media departed the meeting at 4.02pm

11. **PUBLIC EXCLUDED ITEM**

RECOMMENDATIONS

THAT the open meeting resumes.

BOYDE/COPLESTONE
Carried
P&S/21/42

6.5

The meeting closed at 4.11pm.

A L Jamieson
CHAIRMAN

Confirmed this 27th day of April 2021.

N C Volzke
DISTRICT MAYOR

MINUTES OF THE MEETING OF THE STRATFORD DISTRICT COUNCIL SPORT NEW ZEALAND RURAL TRAVEL FUND ASSESSMENT COMMITTEE HELD IN THE COMMITTEE ROOM, STRATFORD DISTRICT COUNCIL, MIRANDA STREET, STRATFORD ON TUESDAY 6 APRIL 2021 AT 3 PM.

6.6

PRESENT

Councillor John Sandford (the Chairman), the District Mayor N Volzke, Councillor Jono Erwood, Councillor Amanda Harris, Mrs Kerri Dickson and Mr Gary Vincent.

IN ATTENDANCE

The Administration & Communication Support Officer – Ms Rhonda Vanstone (the Committee Secretary).

1. APOLOGIES

An apology was received from Mr Brendan Haami.

THAT an apology from Mr Brendan Haami be received.

ERWOOD/VINCENT
Carried

2. ANNOUNCEMENTS

Members were asked to note that the total amount available for distribution in this round is \$10,202.00.

3. CONFIRMATION OF MINUTES

THAT the minutes from the Sport New Zealand Rural Travel Fund Assessment Committee Meeting on 1 December 2020 be confirmed.

VINCENT/VOLZKE
Carried

4. CRITERIA AND FUNDING

The current status of available funding is as follows:

Received November 2020	\$9,500.00
*Funds returned	\$1,832.47
Unused portion 2019/20 (Round 2)	\$1,069.66
TOTAL	\$12,402.13

Less	
Advertising	Nil
Distributed (2020/21 Round 1)	2,200.00
TOTAL AVAILABLE FOR DISTRIBUTION	\$10,202.13
	(\$10,202.00)

*Funds returned	
Stratford Eltham Junior Rugby Club	\$1,600.00
<i>Error in deposit – return of 100% of unused funds 2019/20</i>	
Eastern Districts Netball	\$120.00
<i>Unused portion 2019/2020</i>	
Taranaki Diocesan	\$112.47
<i>Unused portion 2019/2020</i>	

THAT a revised amount of \$10,202.00 is available for distribution in this, round 2 of the 2020/21 funding year.

VINCENT/HARRIS
Carried

5. CORRESPONDENCE

5.1 Inwards

Accountability Forms – Toko & Eastern Districts Junior Rugby Football Club, Stratford High School

Emails – Stratford Eltham Junior Rugby Club – return of (incorrectly banked) funds; Eastern Districts Netball – return of unused portion of funds 2019/20; Taranaki Diocesan – return of unused portion of funds 2019/20; late application from Toko & Eastern Districts Junior Rugby Football Club (*not included in agenda*)

5.2 Outwards

Successful letters sent to applicants – Eastern Districts Raw Touch Rugby, Toko School (touch) and Stratford Secondary Cricket (*not included in agenda*)

THAT the correspondence be received.

HARRIS/ERWOOD
Carried

- The Chair, referring to returned accountability forms from Toko & Eastern Districts Junior Rugby Football Club and the Stratford High School, noted that some families had received disbursements but lived outside of the district (Inglewood and New Plymouth). The committee had no further information on the personal situations of these families however noted that they were the exception rather than the rule.
- Mayor Volzke noted that some Rawhitiroa families were benefitting from disbursements from clubs in the Eastern Districts area. It was noted that this situation arises repeatedly and that political boundaries do not always align with recreational ones.
- The committee agreed that neither situation required further action.

6. DECLARATIONS OF INTEREST

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

Councillor Harris and Mrs Dickson declared interests as parents and recipients of rural travel funding from Eastern Districts Netball and Toko & Eastern Districts Junior Rugby Football Club, respectively. Both members abstained from the decision-making progress regarding these applications.

7. CONSIDERATION OF APPLICATIONS

7.1 Application Index

The application index was attached.

7.2 Information Report

The information report was attached.

7.3 **Applications for funding**

THAT the applications for funding be received and the late application from Toko & Eastern Districts Junior Rugby Football Club be accepted for consideration by the Sport New Zealand Rural Travel Fund Assessment Committee.

	<u>VOLZKE/ERWOOD</u> <u>Carried</u>
<u>Stratford Eltham Junior Rugby Club</u>	\$1500.00
<u>Eastern Districts Netball</u>	\$1000.00
<u>Stratford Toa Rugby League</u>	\$1800.00
<u>Eastern Districts Junior Hockey Club</u>	\$800.00
<u>Stratford High School</u>	\$1500.00
<u>Central Rugby & Sports Club Inc</u>	\$1000.00
<u>Taranaki Diocesan (hockey)</u>	\$500.00
<u>Taranaki Diocesan (football)</u>	\$500.00
<u>Toko & Eastern Districts Junior Rugby Football Club</u>	\$1,600.00

THAT the above funding allocations be approved.

VINCENT/DICKSON
Carried

- Councillor Erwood would like to remind the Toko & Eastern Districts Junior Rugby Football Club that late applications and accountability forms will disadvantage the club in the future. The Chair agreed with this approach.
- Mayor Volzke requested that Stratford Toa Rugby League Club be guided through the accountability process given their status as a new club.

8. **GENERAL BUSINESS**

No general business was discussed.

9. **NEXT MEETING**

The next round of the Sport New Zealand Rural Travel Fund will open Monday 4 October 2021 and close Friday 29 October 2021. The Assessment Committee meeting will be held on Tuesday 16 November 2021 at 4.30pm.

The meeting concluded at 3.33pm.

Councillor John Sandford
CHAIRMAN



Date: 25 February 2021, 10.30am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2717102

Present

Councillors	N W Walker	Taranaki Regional Council (Chairman)
	B Roach	South Taranaki District Council
	A Jamieson	Stratford District Council
	R Handley	New Plymouth District Council

Attending

Councillors	D McIntyre	Taranaki Regional Council
	M Chong	New Plymouth District Council
Mayor	N Volzke	Stratford District Council
Mr	G Bedford	Taranaki Regional Council
Mrs	H Gerrard	Taranaki Regional Council
Miss	L Davidson	Taranaki Regional Council
Ms	V Araba	Stratford District Council
Mr	S Pathan	Stratford District Council
Mr	A Green	Envirowaste
Ms	K Hope	New Plymouth District Council
Ms	J Dearden	New Plymouth District Council
Mr	H Denton	South Taranaki District Council
Mr	J Beeslaar	South Taranaki District Council
Ms	B Rymer	South Taranaki District Council

Apologies Apologies were received from David Langford (NPDC), Mike Oien (SDC), Lousie Campbell (SDC) and Rebecca Martin STDC
 Roach/Handley

Notification of Late Items There were no late items.

1. Confirmation of Minutes – 19 November 2020

Resolved

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

- a) takes as read and confirms the minutes and resolutions of the Taranaki Solid Waste Management Committee meeting held in the Taranaki Regional Council chambers on Thursday 19 November 2020 at 10.30am
- b) notes that the unconfirmed minutes of the Taranaki Solid Waste Management Committee held at the Taranaki Regional Council , 47 Cloten Road, Stratford on Thursday 19 November 2020 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.

Walker/Jamieson

Matters arising

1.1 Menstrual Products in Schools

It was noted that the Government have introduced funding for menstrual products in schools. It was clarified that this does not affect the Taranaki Menstrual workshops that are being organised by the Regional Waste Minimisation Officer, as these workshops are focused on reusable products as an alternative to single use products.

1.2 Plastic in Road Surfacing Trial

Ms K Hope will get an update on the trial and email it out to the Committee.

2. Regional Waste Minimisation Officer's Activity Report

- 2.1 Ms J Dearden, Regional Waste Minimisation Officer, New Plymouth District Council, spoke to the report informing the Committee members of significant activities undertaken by the Regional Waste Minimisation Officer, in collaboration with the district council officers of New Plymouth District Council, Stratford District Council and South Taranaki District Council. The memorandum is for information only.
- 2.2 During the AGRecovery workshops Officers will be conducting a survey with farmers and use that data to evaluate the events and use that information for future planning.

Recommended

That the Taranaki Solid Waste Management Committee:

- a) receives the memorandum and notes the activities of the Regional Waste Minimisation Officer.

Handley/Roach

3. Update on Actions to Manage Recycling Contamination

- 3.1 Ms K Hope, Manager – Resource Recovery, New Plymouth District Council, spoke to the memorandum providing an update on the status of recycling contamination in the Taranaki region and progress against actions to reduce contamination rates.

Recommended

That the Taranaki Solid Waste Management Committee:

- a) receives the memorandum and notes the report's findings.

Jamieson/Walker

6.7

4. Bring It Reusable Coffee Cup Campaign

- 4.1 Ms K Hope, Manager – Resource Recovery, New Plymouth District Council, spoke to the memorandum updating the Committee on engagement New Plymouth District Council are carrying out with the hospitality sector and the public to reduce single use coffee cups by promoting alternatives.

Recommended

That the Taranaki Solid Waste Management Committee:

- a) receives the memorandum and notes the proposed activities of New Plymouth District Council.

Jamieson/Roach

5. General Business

- 5.1 Mr A Green Envirowaste, introduced himself and provided an update on Envirowaste activities.

There being no further business, Committee Chairperson, Councillor N W Walker declared the meeting of the Taranaki Solid Waste Management Committee closed at 11.53am.

Confirmed

Chairperson _____

N W Walker

20 May 2021



Date 3 March 2021, 10.30am
Venue: Taranaki Regional Council, 47 Cloten Road, Stratford
Document: 2722312

Present	Councillors	M McDonald	Taranaki Regional Council (Chairperson)
		T Cloke	Taranaki Regional Council (<i>zoom</i>)
	Mayors	N Volzke	Stratford District Council
		P Nixon	South Taranaki District Council (<i>zoom</i>) <i>Left at 11.40am</i>
	Councillor	H Duynhoven	New Plymouth District Council
Ms	E Speight	Waka Kotahi NZ Transport Agency	
Attending	Messrs	M Nield	Taranaki Regional Council
	Ms	S Hiestand	Taranaki Regional Council
	Ms	F Ritson	Taranaki Regional Council
	Miss	L Davidson	Taranaki Regional Council
	Mr	S Bowden	Stratford District Council
	Mr	V Lim	South Taranaki District Council (<i>zoom</i>)
	Mr	R Leitao	New Plymouth District Council
	Mr	S Knarston	New Plymouth District Council
	Ms	A Sanson	Waka Kotahi NZ Transport Agency (<i>zoom</i>)
	Ms	S Downs	Waka Kotahi NZ Transport Agency
	Mr	P Ledingham	Taranaki Regional Council
	Ms	M Webby	South Taranaki District Council
	Senior Sgt	R O'Keefe	NZ Police
	Inspector	A Gurney	NZ Police
	Sgt	A Wong-Too	NZ Police
Apologies	Apologies were received from Ross I' Anson (Waka Kotahi, NZ Transport Agency).		
Notification of Late Items	Update on the North Taranaki trip Ms E Speight, Waka Kotahi NZ Transport Agency, took in a truck.		

1. Confirmation of Minutes – 2 December 2020

Resolved

That the Taranaki Regional Transport Committee:

- a) takes as read and confirms the minutes of the Taranaki Regional Transport Committee meeting held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Wednesday 2 December 2020
 - b) notes that the unconfirmed minutes of the Taranaki Regional Transport Committee held at the Taranaki Regional Council on Wednesday 2 December 2020 at 11.00am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.
- Speight/Volzke

Matters arising

There were no matters arising.

2. Regional Transport Advisory Group Minutes

Resolved

That the Taranaki Regional Transport Committee:

- a) receives the confirmed minutes of the Regional Transport Advisory Group meeting held on Friday 18 December 2020
- b) receives the unconfirmed minutes of the Regional Transport Advisory Group meeting held on Wednesday 10 February 2021.

Nixon/Cloke

Matters arising

- 2.1 Waka Kotahi NZ Transport Agency have just instigated a new regional structure. Sarah Downs (based in Wellington) is one of the new people who will be forming part of the regional leadership team, made up of four people, located in the Central North Island. Part of their roles and responsibilities will be to be engaged within the Taranaki region.
- 2.2 The main difficulty RTAG are having is getting timely and regular updates on State Highways, particularly projects. More Waka Kotahi staff being actually based in the Taranaki region would make a big difference in a number of ways, most specifically for building local knowledge and relationships.

3. Annual Monitoring Report for 2019/20

- 3.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum presenting Members with the Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20.
- 3.2 Concerns were raised by New Plymouth District Council regarding the SHS Waitara to Bell Block project and the time this work is taking to get through the design phase. Ms E

Speight, Waka Kotahi NZ Transport Agency, will provide an update in her presentation regarding this.

- 3.3 Mr R Leitao, New Plymouth District Council, clarified that NPDC have included in their Long-Term Plan provisions for an extension of Colson Road to help provide ease of movement at the Egmont Road intersection.
- 3.4 The lack of progress on the SH3 Waitara to Bell Block safety improvements is of concern to all councils throughout the Region as this is a major road with significant ongoing safety issues.

Recommended

That the Taranaki Regional Council:

- a) receives and adopts the Regional Land Transport Plan for Taranaki 2015/16-2020/21: Annual Monitoring Report for 2019/20
- b) notes that annual monitoring and reporting of the RLTP is time consuming and no longer considered fit for purpose for reviewing implementation of the RLTP
- c) agrees that Council discontinue annual reporting in favour of quarterly monitoring and reporting to the Committee from those organisations contributing to the RLTP in accordance with the new monitoring framework specified in the Regional Land Transport Plan for Taranaki 2021-27
- d) notes and agrees that the attached Annual Monitoring Report will be the last of its kind for the RLTP monitoring and reporting purposes.

Duynhoven/Volzke

4. Regional Land Transport Plan 2021 – draft for consultation

- 4.1 Mr M J Nield, Director – Corporate Services, spoke to the memorandum presenting for Members’ consideration the draft Regional Land Transport Plan 2021/22-2026/27 and seeking adoption of the draft Regional Land Transport Plan 2021/22-2026/27 for public consultation.
- 4.2 No substantive changes to the draft Plan were proposed. Some minor changes were discussed, including that an amendment be made to the Rail network section, Page 12 of the Plan, to include wording clarifying that investment would be required to get the eastern Rail network up to a safe standard. Officers will continue finalising the document ready for release for public consultation from 11 March 2021 to 13 April 2021.

Recommendation

That the Taranaki Regional Council:

- a) receives the memorandum *Regional Land Transport Plan 2021 – draft for consultation and draft Regional Land Transport Plan 2021*
- b) notes that a workshop with the Committee and Regional Transport Advisory Group was held to confirm key aspects of the draft *Regional Land Transport Plan 2021* on Monday 22 February 2021
- c) agrees that the draft *Regional Land Transport Plan for Taranaki 2021*:

- contributes to the purpose of the LTMA, which is to contribute to an effective, efficient, and safe land transport system in the public interest
 - is consistent with the *2021 Government Policy Statement on Land Transport (GPS 2021)*
 - has taken into account:
 - relevant national and regional policy statements or plans under the *Resource Management Act 1991*
 - the *National Energy Efficiency and Conservation Strategy*
 - likely funding from any source
 - has considered (during its development) alternative regional land transport objectives that would contribute to the purpose of the LTMA, and the feasibility and affordability of those alternative objectives
- d) agrees to the recommended priority ordering of activities included in Table 6 of the draft *Regional Land Transport Plan for Taranaki 2021*, subject to any changes agreed by the Committee
- e) adopts the draft *Regional Land Transport Plan for Taranaki 2021* for public consultation, subject to any changes agreed by the Committee.

Duynhoven/Volzke

5. Waka Kotahi New Zealand Transport Agency Update

- 5.1 Ms E Speight, Waka Kotahi NZ Transport Agency, gave a presentation providing the Committee with an update on Waka Kotahi NZ Transport Agency's activities nationally and regionally.

Mayor P Nixon, South Taranaki District Council, left at 1140am

- 5.2 It was clarified that Waka Kotahi NZ Transport Agency do not approach land owners regarding land acquisitions until the design is confirmed as they do not know how much land will be required.
- 5.5 Ms E Speight provided an update on the Mt Messenger Bypass project. The Environment Court provided an interim decision that was then appealed to the High Court. The High Court then heard the appeal and declined that appeal which was then reverted back to the Environment Court. If that decision is not appealed Waka Kotahi NZ Transport Agency expects a decision in March.
- 5.8 Mayor N Volzke, thanked Waka Kotahi NZ Transport Agency for the work carried out to replace the SH43 Pohokura culvert.

Recommended

That the Taranaki Regional Council:

- a) receives with thanks the presentation provided by Waka Kotahi NZ Transport Agency.

McDonald/Volzke

6. Regional Road Safety Update

- 6.1 Ms M Webby, Road Safety Co-ordinator and Snr Sgt R O'Keefe, NZ Police, gave a presentation providing an update on the road safety activities in the region coordinated by the Taranaki Road Safety Action Planning Group.

Recommended

That the Taranaki Regional Council:

- a) receives and notes with thanks the update on road safety activities in the region provided by representatives of the Taranaki Road Safety Action Planning Group.

Moved/Seconded

7. Territorial Authorities Update

- 7.1 Mr R Leitao, New Plymouth District Council, spoke to his report and answered questions arising.
- 7.2 Mr S Bowden, Stratford District Council, spoke to the report and answered questions arising.
- 7.3 Mr V Lim, South Taranaki District Council, spoke to the report and answered questions arising.

Recommended

That the Taranaki Regional Council:

- a) receives the update provided by the New Plymouth District Council on its transport activities
- b) receives the update provided by the Stratford District Council on its transport activities
- c) receives the update provided by the New Plymouth District Council on its transport activities.

McDonald/Duynhoven

8. Public Transport Update for the Quarter Ending 31 December 2020

- 8.1 Mr S Hiestand, Contracts and Relationships Manager – Public Transport, Taranaki Regional Council, spoke to the memorandum providing members with an operational report on public transport services for the quarter ending 31 December 2020.
- 8.2 An application has been received for a Total Mobility Service provider in Stratford. Ms S Hiestand is meeting with the applicant next week to check eligibility.

Recommended

That the Taranaki Regional Council:

- a) receives and notes the operational report of the public transport services for the quarter ending 31 December 2020.

Duynhoven/Volzke

9. Climate Change Commission Consultation on Draft Advice

- 9.1 Ms F Ritson, Senior Policy Analyst, Taranaki Regional Council, spoke to the memorandum advising the Committee of the release of the Climate Change Commission's draft advice to Government for consultation.
- 9.2 The Committee requested that a submission be drafted by officers and circulated for their feedback. It was noted that fundamental changes to investment and behaviour are required, and there will be significant challenges for the National Land Transport Fund. Submission points for inclusion were discussed, including the lack of overall national strategy inhibiting change; the need for lead infrastructure (e.g. EV charging stations) to support the mode shift changes required; and funding support for such infrastructure.

Recommended

That the Taranaki Regional Council:

- a) receives the memorandum, Climate Change Commission consultation on draft advice
- b) notes the consultation period on the Climate Change Commission's draft advice to the Government has been extended to 28 March 2021.

McDonald/Volzke

10. General Business

- 10.1 Ms E Speight provided an update on her drive on North Taranaki roads in a truck.

There being no further business the Committee Chairperson, Councillor M J McDonald, declared the Regional Transport Committee meeting closed at 1.22pm.

Confirmed

**Taranaki Regional Transport
Committee Chairperson:** _____

M J McDonald

Wednesday 2 June 2021



Committee: Taranaki Emergency Management Group Joint Committee

Date: 10 March 2021, 10.30am

Venue: Taranaki Regional Council, 47 Cloten Road, Stratford

Document: 2727843

Present	Councillor	M Cloke	Taranaki Regional Council (<i>Chairman</i>)
	Mayors	P Nixon N Volzke	South Taranaki District Council Stratford District Council
	Deputy Mayor	R Jordan	New Plymouth District Council
Attending	Messrs	G Bedford	Taranaki Regional Council
		S Hanne	Stratford District Council
		T Velvin	Taranaki Emergency Management
	Ms	S Gauden-Ing	Taranaki Emergency Management
	Ms	T Gordon	Taranaki Emergency Management
	Ms	M Meads	National Emergency Management Agency
Miss	L Davidson	Taranaki Regional Council	
One member of the media, Mr M Watson, Taranaki Daily News.			

Apologies An apology was received from Mayor N Holdom (New Plymouth District Council), Mr C Stevenson (New Plymouth District Council) and Mr K Wright (New Plymouth District Council).

Notification of Late Items There were no late items.

1. Confirmation of Minutes – 3 December 2020

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes and resolutions of the Taranaki Civil Defence emergency Management Group Joint Committee held in the Taranaki

Regional Council chambers, 47 Cloten Road, Stratford on Thursday 3 December 2020 at 9.30am

- b) notes that the unconfirmed minutes of the Taranaki Civil Defence emergency Management Group Joint Committee held at the Taranaki Regional Council on Thursday 3 December 2020 at 9.30am, have been circulated to the New Plymouth District Council, Stratford District Council and the South Taranaki District Council for their receipt and information.

Volzke/Nixon

Matters arising

There were no matters arising.

2. Taranaki Civil Defence Emergency Management Coordinating Executive Group Minutes - 18 February 2021

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the unconfirmed minutes of the Taranaki Civil Defence Emergency Management Co-ordinating Executive Group Meeting held in the Taranaki Regional Council Chambers on Thursday 18 February 2021 at 10.30am
- b) adopts the recommendations therein.

Cloke/Jordan

Matters arising

There were no matters arising.

3. Advisory Group Minutes - Quarter Two

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the unconfirmed minutes of the Readiness & Response Advisory Group (RARAG) held on 20 January 2021
- b) receives the unconfirmed minutes of the Risk Reduction Advisory Group (RRAG) held on 28 January 2021

Volzke/Nixon

Matters arising

It was noted that there are still a lot of apologies being tendered. The need to take a look at participation in these group meetings was noted, to ensure the right people are engaged in the meetings.

4. Quarter Two Performance Report 2020/21

- 4.1 Mr T Velvin, Acting CDEM Regional Manager, spoke to the memorandum presenting the 2020/21 Quarter Two Performance Report for the Taranaki Civil Defence Emergency Management Group Joint Committee.
- 4.2 TEMO building renovations have started. The work is on track for completion at the end of June.
- 4.3 TEMO staff have moved from the airport in to the New Plymouth District Council offices until the completion of the Robe Street building.
- 4.4 Committee Chairman, Mr M J Cloke, expressed thanks to the TEMO staff for their hard work over the past few months working through the issues at the airport and through the pandemic.

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives memorandum, Quarter Two Performance Report 2020/21.
Cloke/Nixon

5. Draft COVID-19 Resurgence Plan – Roles and Responsibilities of Key Organisations in Taranaki

- 5.1 Ms T Gordon, CDEM Analyst, spoke to the memorandum to familiarise the Taranaki CDEM Group Joint Committee with the most recent iteration of CDEM resurgence planning for COVID-19 in Taranaki.
- 5.2 The vaccine roll out will be covered under a separate plan and sits with the TDHB.
- 5.3 Engagement with Iwi is ongoing. The systems that Iwi have been putting in place will improve the co-ordination of responses to events
- 5.4 Staff have been proactive in working with police around border control plans. It was noted that the Committee would like to ensure there are good plans for supply and export lines to be able to get through without delays.

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the Memorandum Draft COVID-19 Resurgence Plan – Roles and Responsibilities of Key Organisations in Taranaki
- b) endorses the adoption of this Plan to the Taranaki COVID-19 Regional Leadership Group.
Cloke/Nixon

6. Group Recovery Strategy Project Plan

- 6.1 Mr T Velvin, Acting Group Manager, spoke to the memorandum updating the Taranaki CDEM Group with the development of a Group Recovery Strategy, an

objective within the “Group Plan for Taranaki 2018-2023”, to fulfil the legislative requirements of the Civil Defence Emergency Management Act (2002).

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the memorandum Group Recovery Strategy Project Plan
- b) notes and endorses the content of this memorandum.

Volzke/Jordan

6.9

7. Statutory Appointments

- 7.1 Ms S Gauden-Ing, CDEM Analyst, spoke to the memorandum recommending the appointment of Mr Todd Velvin as the Lead Group Controller, Mr Craig Campbell-Smart as the Lead Group Recovery Manager and to confirm Mr Brent Manning as an alternative Group Controller.
- 7.2 Ms M Meads, NEMA, noted that it is a risk for Taranaki to not have anyone appointed to the Alternate Group Recovery Role.

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the Memorandum Statutory Approvals
- b) notes that resignation of Mr Campbell-Smart from the role of Group Controller
- c) acknowledges the services that Mr Campbell-Smart has provided for the Taranaki CDEM Group in his time as Group Controller
- d) approves the appointment of Mr Todd Velvin, Taranaki Emergency Management Office to role of primary Group Controller
- e) confirms Mr Brent Manning in the role of alternate Group Controller
- f) notes that Mr Kelvin Wright term as Group Recovery Manager has expired; and
- g) acknowledges the services that Mr Kelvin Wright has provided for the Taranaki CDEM Group in his time as Group Recovery Manager.
- h) approves the appointment of Mr Craig Campbell-Smart, Taranaki Emergency Management Office to role of Group Recovery Manager
- i) notes that the Group continues to not meet the legal requirement for an alternative Group Recovery Manager
- j) endorses the recommendation that Taranaki Councils nominate an existing senior and suitable qualified staff member for appointment to the role of alternate Group Recovery Manager
- k) notes the resignation of Mr Liam Hodgett from the role of Local Recovery Manager
- l) notes the resignation of Mr John McKenzie and Ms Phillippa Wilson from the role of Local Controller.

Cloke/Volzke

8. Proposal to Co-opt MSD Regional Commissioner to CEG

- 8.1 Mr T Velvin, Acting CDEM Regional Manager, spoke to the memorandum recommending the appointment of the Regional Commissioner for Social Development Taranaki/King Country/Whanganui as a co-opted member of the Taranaki CDEM Coordinating Executive Group (CEG).
- 8.2 It was decided that the recommendation should be amended to remove a personal reference and to instead specify participation by reference to the job title.

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the Memorandum *Proposal to co-opt MSD Regional Commissioner to CEG*
- b) approves the appointment of Regional Commissioner for Social Development Taranaki/King Country/Whanganui to the Taranaki CDEM Coordinating Executive Group as a co-opted member.

Cloke/Nixon

9. Taranaki Volcanic Response Plan Resilience Fund application update

- 9.1 Ms T Gordon, CDEM Analyst, spoke to the memorandum updating the Taranaki CDEM Group Joint Committee about the NEMA Resilience Fund and changes to the Taranaki CDEM Group funding application for Volcanic Response Planning.
- 9.2 Ms M Meads, NEMA, informed that a funding decision will be made by NEMA by the end of March.

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the Memorandum Taranaki Volcanic Response Plan Resilience Fund Application Update.

Cloke/Nixon

10. Correspondence from the National Emergency Management Agency

- 10.1 Ms M Meads, Regional Emergency Management Advisor, NEMA, spoke to the memorandum advising the Taranaki Emergency Management Group Joint Committee of correspondence received from National Emergency Management Agency regarding the legal grounds for establishing an iwi sub-Committee of the Joint Committee.
- 10.2 It was discussed that a conversation around this could be held at the Mayoral forum next week where Iwi leaders would be in attendance.

Resolved

That the Taranaki Emergency Management Group Joint Committee:

- a) receives and notes the letter from Carolyn Schwalger, NEMA dated 10 February 2021.

Volzke/Jordan

11. NEMA Update

11.1 Ms M Mead, NEMA, gave a verbal update. The following points were noted:

- National Emergency Management Conference is to be held in May 2021 with a main focus of 'Building Safe and Resilient Communities: The Future of the Emergency Management System.'
- NEMA Senior Leadership:
 - An appointment has been made for NEMA's Deputy CE role.
 - Applications have closed for the substantive NEMA CE role.
- NEMA's work is underway on the Regulatory Framework Review (Trifecta Programme) which brings together three separate but interconnected pieces of work, on CDEM Act, National CDEM Plan, and development of the National Disaster Resilience Roadmap. NEMA will engage extensively across the emergency management sector as part of this programme, including areas not previously addressed or agreed by government following the Technical Advisory Group review. This includes representation of iwi/Maori within Groups.
- CDEM Group Plan reviews - The requirements related to CDEM Group Plan reviews remain the same while the Regulatory Framework Review is progressing. It is noted that the Taranaki CDEM Group Plan is current until 2023.
- COVID-19 resurgence planning. Work with resurgence planning with the DPMC/ All of Government (AOG) COVID-19 Group remains ongoing, as is work with regional border planning (covid movement restrictions) and vaccination programme planning. NEMA is linked to the AOG COVID-19 Group for resurgence planning.
- The national 5 March 2021 Tsunami Event: NEMA debriefing on this event will occur next week.

12. TEMO Update

12.1 Mr T Velvin, Acting CDEM Regional Manager, gave a verbal update. The following points were noted:

- Have appointed an Emergency Management Adviser on a fixed term of six months. The Group Manager Role is currently being advertised and applications close on 16 March.
- A debrief is being held with NEMA regarding the Tsunami last week. Port Taranaki evacuated the Port, and report a small surge in swell.

Resolved

That the Taranaki Civil Defence Emergency Management Group Joint Committee:

- a) receives the verbal updates from Ms M Meads, NEMA and Mr T Velvin, Acting CDEM Regional Manager.

Cloke/Volzke

13. Public Excluded

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Taranaki Civil Defence Emergency Management Group Joint Committee meeting on Wednesday 10 March 2021 for the following reasons:

Item 14 – COVID-19 Debrief

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 where 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.

Cloke/Nixon

There being no further business the Group Chairperson M J Cloke thanked attendees and declared the public Taranaki Civil Defence Emergency Management Group Joint Committee Meeting closed at 11.30am.

Confirmed

Chairperson _____

M J Cloke
27 May 2021

MONTHLY REPORT



F19/13/04-D21/10793

7

TO: District Council

FROM: District Mayor

DATE: 13 April 2021

SUBJECT: REPORT FOR THE MONTH OF MARCH 2021

RECOMMENDATION

THAT the District Mayor's report be received.

Moved/Seconded

1. LTP CONSULTATION

After what seems like an eternity of workshops, debates and decisions stretching back over at least twelve months, councillors have finally reached a position where we are able to present a 10 Year Long Term Plan for public consultation. The full document and support documentation is around 1,300 pages long and outlines all plans, projects, service levels and budget forecasts over the period 2021-2031. To assist with the understanding and readability of the Plan council is required to produce an abbreviated version highlighting the key features and issues. This document is the Consultation Document. It will be the public document that most people will refer to and most easily understand.

As we move through the consultation process there will be ample opportunities for people to provide feedback and promote their own views on council's plans for the future of the District. As elected members we value this input and even when views don't align, it is still vitally important to hear alternative views to enable us to make informed and balanced decisions later on.

While some may see influencing councillor's opinions as a lost cause, mostly this is not the case. I encourage everyone who has a view on issues, to make your view known. The submission process is very easy and accessible either on line or in the printed forms included in the Consultation Document.

There are some genuinely meaty issues in this draft Long Term Plan and some come at a very significant cost, so the community input will significantly help when we set about making our final decisions in May.

2. **BANK SERVICES**

Citing economic viability, the major trading banks are withdrawing their local services at an accelerated rate from rural and provincial New Zealand, this is despite posting billions of dollars of record setting profits. There has been no assessment of on businesses, elderly, rural or social impact of these changes.

Even the 100% New Zealand-owned Kiwibank has jumped on the bandwagon with another branch closure (Gisborne) announced just last week. Unlike the others they can't blame their Australian parent companies when their ownership comprises of Kiwi Group Holdings (KGH) that is owned by New Zealand Post (which holds a 53% stake), the Guardians of the New Zealand Superannuation Fund (25%) and the Accident Compensation Corporation (22%).

Like many rural and provincial Mayors across the country, I see this as a major concern for the people in our community. Hence three weeks ago, I had no hesitation in co-signing a letter with thirty three other mayors who wrote to the Prime Minister demanding an urgent assessment of these impacts, and a halt on branch closures in the interim.

Australian Banks only operate in NZ through a license issued from the Government, and the terms under which they operate can be changed by the Reserve Bank. Between the big four ANZ, ASB, BNZ and Westpac they are responsible for 85 per cent of bank lending in this country.

A condition requiring banks to maintain an appropriate level of service in rural areas would compel them to retain their presence and service levels. In the meantime, branches continue to close or operate under massively reduced hours.

A number of possible solutions have been put forward. By stepping in where Australian Banks have failed NZ, local Credit Unions and Building Societies (CUBS) could be an alternative. Many are very old, and have operated predominantly in the provincial areas hardest hit providing mortgages and lending facilities.

However, a few months ago, the Reserve Bank set in place the Funding for Lending Programme (FLP), providing \$28 Billion of discounted long term funding to banks. Our NZ owned CUBS were denied access to this funding, meaning Aussie Banks are decimating their lending business with Government approved low interest rates, and making it even harder to continue providing services to provincial NZ.

Additional programmes denied to NZ institutions are the Term Auction Facility (Banks access to improved liquidity) and the Term Lending Facility (cheap funding to support lending).

Mayors have collectively asked Government, with the Reserve Bank, to do the following:

- Legislate its commitment to Regional NZ financial services
- Secure financial access for all New Zealanders regardless of location
- Reduce the out-flow of banking profits to offshore shareholders
- Encourage the growth and viability of NZ owned financial institutions and provide level playing fields for competition

3. CLIMATE CHANGE COMMISSION – ACTION FOR AOTEAROA 2021

The Stratford District Council has made a submission on the draft advice package to the government. The package offers up many changes that, if adopted, will have significant effects on our communities and means climate change adaptation competes for resources – staffing and financial – with other core services Council provides to the community.

This and other matters are explained more fully in the cover letter and submission that are attached to this report

4. THREE WATERS REFORMS

Recently the Three Waters Reforms Steering Committee hosted an all-day forum in Palmerston North. It was a comprehensive update on where the reform process had progressed to, as well as a valuable to provide feedback and ask questions. Make no mistake, these reforms are huge, they are moving at pace and there is a steely resolve that the changes will happen.

Regardless of whether councils opt in or out, the ongoing improvements to drinking water standards and compliance costs are going to increase and will apply to the service provider whoever it may be.

Discussion points on the day included: the size and boundaries of the proposed new entities, opt in incentives, governance and representation arrangements, the role of iwi, the soon to be released individualised data analysis reports and the consultation process for later in the year.

Each of these issues is a major discussion in its own right, but the one that may well capture the most public attention is the size and boundaries of the new entities. At the moment the general consensus seems to favour between three and six entities covering the whole of the country. The figures shown in the financial modelling clearly indicate the fewer the number of entities, the lower the cost of providing water services. However, this has to be measured against many other factors that will add some balance and controversy to the debate. The government's proposals on the number of entities and their boundaries are expected to be announced in May.

5. CITIZENSHIP CEREMONY

It was a pleasure to be able to host our first ceremony for 2021 after the upheaval with last year's events. Six individuals swore or affirmed their allegiance to Her Majesty the Queen and became New Zealand citizens. This included two people from Brazil, one from the USA and three from the Philippines. As normal, the ceremony was well supported. Our districts population continues to grow and diversify, which is something that seems to be an accelerated trend in recent years.

6. YOUTH COUNCIL

The Youth Council has been busy recruiting new members to fill the vacancies that occurred at the end of last year. It was really encouraging to have such a positive group come together on this committee and share their enthusiasm to get involved. Our Youth Council is one of the longest running in New Zealand and over the years we have witnessed many of the members really develop their skills in meeting protocols, local knowledge, public speaking and overall confidence in themselves. Council has always been supportive of the Youth Council as it provides the opportunity for youth to engage with the community in a very hands on, rewarding way. Congratulations to all the youth councillors and welcome to the new members.

7. TARANAKI CIVIL DEFENCE EMERGENCY MANAGEMENT GROUP JOINT COMMITTEE

The quarterly meeting of this committee was held in March. The unconfirmed minutes are included in this agenda.

8. TARANAKI REGIONAL LAND TRANSPORT COMMITTEE

The quarterly meeting of this committee was held in March. The unconfirmed minutes are included in this agenda.

9. TARANAKI SOLID WASTE JOINT COMMITTEE

The quarterly meeting of this committee was held in February. The unconfirmed minutes are included in this agenda.

10. CORRESPONDENCE - See attached.

11. SOME EVENTS ATTENDED

- Attended – Stratford District Youth Council Swearing in Ceremony
- Attended – Taranaki Regional Land Transport Committee meeting
- Attended – Interview with the Venture Taranaki review consultant
- Attended – LGNZ Rural and Provincial Sector meeting
- Attended – SCSS Committee meeting
- Attended – Taranaki Civil Defence Emergency Management Group Joint Committee meeting
- Attended – Three Waters Reforms Forum in Palmerston North
- Attended – Ostler’s Gardens Charitable Trust meeting
- Attended – Positive Aging Forum as guest speaker
- Met – NZ Police representative
- Hosted – Citizenship Ceremony
- Attended – Ngā Kaiwhakatere o Taranaki meeting
- Attended – Taranaki Regional Leadership Group meeting
- Met – Barbara Kuriger – Member of Parliament for Taranaki-King Country
- Met – Kainga Ora representative
- Attended – Stratford Justices of the Peace Association meeting
- Met – TET Stadium - SCSS Committee representative
- Attended – Mayoral Forum meeting
- Met – Waka Kotahi NZTA representatives
- Interviews – Stratford Press (multiple)
- Attended – Regional Mayors and Chairs meeting (x1)
- Attended – Council Pre-Agenda meetings (x4)
- Attended – Council Workshops (x1)
- Attended – Council Meetings (x5)
- Attended – Council Workshops (x1)



N C Volzke JP
DISTRICT MAYOR

Stratford Volunteer Fire Brigade Call Outs

March 2021

Calls this month

19

Calls this year

61



Fire related calls

- 02-03-21** Investigate smoke – Esk Road
- 06-03-21** House fire, assisted by the Toko, Eltham and New Plymouth Fire Brigades – Rosalind Street
- 09-03-21** Investigate shed fire, false alarm good intent – Falstaff Street
- 11-03-21** Alarm activation Stratford High School – Swansea Road
- 16-03-21** Alarm activation Stratford High School – Swansea Road
- 18-03-21** Bushfire endangering property, assisted Toko Fire Brigade, stood down before arrival – Raupuha Road, Huinga
- 20-03-21** Bonfire at Stratford High School – Swansea Road
- 22-03-21** Vegetation Fire, assist New Plymouth Fire Brigade – Junction Road, New Plymouth

- 24-03-21** Vegetation fire, assisted by Toko Fire Brigade and Kohi Rural Fire Force
- 26-03-21** Bonfire causing smoke to go through Pembroke School – Monmouth Road
- 27-03-21** Vegetation fire – Salisbury Road
- 28-03-21** Vegetation fire – Beaconsfield Road



Motor vehicle accidents

- 07-03-21** Golf cart vs pedestrian, assisted Toko Fire Brigade – Whangamomona
- 15-03-21** Car vs Truck – Mountain Road, Midhirst Township
- 28-03-21** Accident SH 43, assist Toko Fire Brigade, stood down before arrival – Whangamomona Saddle
- 30-03-21** Car vs bank – SH3 South of Tariki



Other emergencies

- 19-03-21** Assist person locked inside Lions Den Gym and Fitness – Juliet Street
- 31-03-21** Gas leak – Broadway North



Medical calls

- 11-03-21** Assist ambulance with medical call at Colonel Malone's, plus set up landing zone behind fire station – Broadway/Miranda Street



**STRATFORD
DISTRICT COUNCIL**

61-63 Miranda Street
PO Box 320, Stratford, 4352
Phone 06 765 6099
Fax 06 765 7500
www.stratford.govt.nz

7.1

26 March 2021

Climate Change Commission Secretariat
Level 21, 1 Willis Street
Wellington 6011
PO Box 24448
Wellington 6142

Our reference:

Stratford District Council submission to the Climate Change Commission on Climate Action for Aotearoa 2021

The Stratford District Council (SDC) appreciates the opportunity to submit on the Climate Change Commission's "Climate action for Aotearoa" draft advice package to the Government.

SDC agrees that action is required at all levels of government and society to respond to climate change and reduce the risk of further harm, by reducing emissions. We support this being achieved in accordance with the best available science.

As is the case for many rural councils, SDC is facing a number of challenges that will impact our communities, and means climate change adaptation competes for resources – staffing and financial – with other core services Council provides to the community. These include:

- Roads, bridges, water, wastewater and community infrastructure requiring significant investment to maintain current service levels;
- Responding to major legislative and regulatory changes at an unprecedented rate, and
- Minimising and managing climate change impacts.

There are some important aspects of the advice package that we see as specifically relevant to the Stratford District we would like the Commission to consider as part of this opportunity for consultation and feedback:

Alternative transport limitations

- Decarbonising our transport networks will be much more difficult than in urbanised areas. The Stratford District is a predominantly rural region with several smaller urban areas dispersed over a large geographic area. Our communities' mobility and connectivity are heavily road and vehicle dependent, with few alternative transport options available. We have a very low level of public transport options when compared with more urbanised districts or regions, with low patronage and limited electric vehicle infrastructure.

A fair and equitable transition is the key

- Our local economies are predominantly comprised of industrial manufacturing, oil and gas, and primary industries, all of which will be affected by emissions reductions targets, carbon pricing and any future biogenic methane pricing.
- Our district also has large variability in socioeconomic status, income and average wages, access to health services and access to infrastructure services. Māori are disproportionately represented in deprivation statistics.
- For SDC, equitability is critical to the success of the Commission's emissions budgets, the emissions reduction plan and long-lasting climate action.
- To successfully achieve an equitable and just transition and align with the decreasing trajectory of emissions budgets in your draft package of advice, SDC and the communities we serve will need significant funding and resourcing assistance from central government.

While the national direction around climate change and emissions reduction budgets is largely led by central government, we know that local government has an important responsibility to work together with central government towards our national emission reduction targets and to support building resilience in our communities for a transition to a low emissions future. We recognise that Councils can lead by example to achieve a low emissions transition by

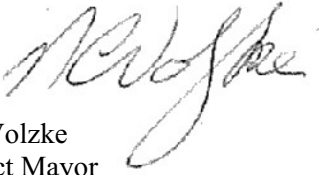
- aligning our organisational emissions targets with national emissions targets,
- establishing best-practice and standardised measurement and reporting processes,
- implementing actions to reduce emissions and improve the resilience of our communities.

We recognise our role in leading, supporting and coordinating Stratford's and Taranaki's just transition to a low emissions society through regulatory and non-regulatory functions. We also recognise the unique relationships councils have with their local communities, businesses, tangata whenua and iwi partners. These relationships will be essential if our transition is to be a just one for all our communities.

We see this submission as an opportunity to provide feedback on whether the emissions budgets and emissions reduction plan will support the needs of the Stratford District and enable a fair and equitable transition for our communities. Further responses to the consultation questions are detailed in the attached response to the consultation questions.

SDC submits that the Advice should be reissued with regional breakdowns of emissions targets, economic impacts and social impacts, as a nationwide approach does not sufficiently detail the potential and relatively large impacts to regions like Taranaki, compared with other regions with lower emissions profiles.

Regards



Neil Volzke
District Mayor
nvolzke@stratford.govt.nz

CONSULTATION QUESTIONS AND SDC RESPONSES

CONSULTATION QUESTION 1 - DO YOU SUPPORT THE PRINCIPLES WE HAVE USED TO GUIDE OUR ANALYSIS? IS THERE ANYTHING WE SHOULD CHANGE, AND WHY?

SDC SUBMISSION:

SDC is generally supportive of the principles used.

Further definition and clarity around what “adaptation” and “increasing resilience” actually means or looks like for communities would be useful for future planning at both central and local government levels, as well as at a more localised community-based planning level. In line with this, we advocate for inclusion of the principle of transitional leadership through the provision of clear, consistent and practical guidance to achieve the societal change required to reach emissions targets.

CONSULTATION QUESTION 2 - DO YOU SUPPORT BUDGET RECOMMENDATION 1? IS THERE ANYTHING WE SHOULD CHANGE, AND WHY?

SDC SUBMISSION:

SDC supports the emissions budget recommendations.

CONSULTATION QUESTION 3 - DO YOU SUPPORT OUR PROPOSED BREAK DOWN OF EMISSIONS BUDGETS BETWEEN GROSS LONG-LIVED GASES, BIOGENIC METHANE AND CARBON REMOVALS FROM FORESTRY? IS THERE ANYTHING WE SHOULD CHANGE, AND WHY?

SDC SUBMISSION:

SDC is generally supportive of this approach. However, we also recommend that the Climate Change Commission consider including further detail around how other blue-green carbon sinks as well as forestry can be utilised in their approach to biological carbon removals, e.g., wetlands, mangroves, peatlands, seagrasses, and natural regeneration.

We strongly advocate for the roll-out of a comprehensive and well-funded incentivisation, support, education and advisory package to assist our farming communities to quickly transition their current farm management practices to environmentally friendly and lower emissions methods. As noted in the Commission’s advice, these types of practices and technologies are already available in many cases, but their roll-out and widespread adoption needs to be accelerated. For example, there is potential for on-farm soil carbon sequestration through regenerative farming practices (once these have been proven to be effective under New Zealand conditions), new technologies to reduce methane output from cows (e.g., methane-reducing vaccinations and adding seaweed to cattle feed to reduce their methane output etc), and riparian and on-farm planting to reduce nett on-farm emissions, but the cost and resource-intensity of adopting many of these new technologies can be a barrier.

SDC strongly advocates for the CCC to recommend that the government enable measuring the carbon capture of small-scale plantings and blocks on-farm, such as riparian planting and QEII-protected indigenous ecosystems. While these areas of vegetation are often individually small, they are cumulatively large, and have additional positive benefits for biodiversity and landscape-scale vegetation corridors. Carbon accounting for these areas may not meet full IPCC international accounting standards, but could be measured with sufficient accuracy to enable farmers to measure tradeable carbon units, which could be a significant benefit and incentive to landowners to encourage them to increase the uptake of native plantings and restoration projects on-farm.

We would support the government developing policy and funding mechanisms that incentivise, encourage and reward carbon sinks that achieve multiple environmental outcomes in addition to carbon sequestration, such as improving the sequestration potential of our soils, creating and restoring wetlands, supporting the growth of native species and ecosystems for the purposes of rongoa, providing habitat for taonga species, improving biodiversity and habitat corridors, and reducing sedimentation into waterways etc.

CONSULTATION QUESTION 4 - LIMIT ON OFFSHORE MITIGATION FOR EMISSIONS BUDGETS AND CIRCUMSTANCES JUSTIFYING ITS USE

Do you support budget recommendation 4? Is there anything we should change, and why?

SDC SUBMISSION:

SDC supports limiting offshore mitigation to ensure that, as a country, we are prioritising emissions reduction over offsetting.

CONSULTATION QUESTION 5 - CROSS-PARTY SUPPORT FOR EMISSIONS BUDGET

Do you support enabling recommendation 1? Is there anything we should change, and why?

SDC SUBMISSION:

SDC supports the Minister of Climate Change seeking cross-party support for the country's emissions budgets. This will be essential to ensure long-term, inter-generational buy-in to the actions needed over the coming decades.

CONSULTATION QUESTION 6 - COORDINATE EFFORTS TO ADDRESS CLIMATE CHANGE ACROSS GOVERNMENT

Do you support enabling recommendation 2? Is there anything we should change, and why?

SDC SUBMISSION:

SDC supports consolidating efforts to address climate change across Government, and we suggest that there needs to be more explicit emphasis on reviewing and transforming existing work programs across government agencies to achieve the zero-carbon objectives and recommendations in this draft advice.

CONSULTATION QUESTION 7 - GENUINE, ACTIVE AND ENDURING PARTNERSHIP WITH IWI/MĀORI

Do you support enabling recommendation 3? Is there anything we should change, and why?

SDC SUBMISSION:

SDC supports this recommendation, it is critical for councils to work with iwi to bring Te Ao Maori and Tikanga Maori into our future adaptation and mitigation activities. However, this is resource intensive for both partners. Therefore, we seek the inclusion within Recommendation 3 that funding and resourcing is made available to both Local Government and iwi for engagement, planning, decision making and implementation.

CONSULTATION QUESTION 8 - CENTRAL AND LOCAL GOVERNMENT WORKING IN PARTNERSHIP

Do you support enabling recommendation 4? Is there anything we should change, and why?

SDC SUBMISSION:

SDC supports this recommendation and agrees that legislation and policy need to be aligned to enable Local Government to make effective decisions and implement work programmes around climate change and emissions. We recommend that a National Policy Statement and National Environmental Standard are developed to support standardised implementation by local government for these work programmes.

Many of the recommendations to achieve emissions reduction in the report rely on local government to drive behaviour change and private emissions reductions (e.g. transport, waste, land-use, urban form etc). SDC would like clarity on who is responsible for tracking climate change work plans at district, regional and national level, and on how alignment will be implemented and assessed at a consent and monitoring level. There is limited resourcing and staff capacity and capability at local government level for these new areas of work. We would like the government work plan to consider how to address resourcing and training for staff and clarify funding streams to ensure local government can carry out the necessary work within the required timeframes.

We also have concerns regarding regional and district-level differences in terms of transition challenges – one size will not fit all. For example, in the Stratford District, our local economy and communities are heavily dependent on agriculture, heavy industry and oil and gas. All of these will be heavily impacted by the recommendation in this package. To successfully achieve an equitable and just transition and align with the decreasing trajectory of emissions budgets in your draft package of advice, SDC and the Stratford District will need significant funding and resourcing assistance from central government.

We strongly advocate for funding mechanisms and funding to be made available urgently for local government, including funding models that local government could administer to support action by the community for initiatives such as green infrastructure and improving community resilience. Funding mechanisms should also be made available to support Councils to reduce their own emissions, and this funding should be enduring and sustainable. Funding will enable Councils to lower their emissions quicker than the current Long Term Plan cycles and limited funding streams allow.

CONSULTATION QUESTION 9 - ESTABLISH PROCESSES FOR INCORPORATING THE VIEWS OF ALL NEW ZEALANDERS

Do you support enabling recommendation 5? Is there anything we should change, and why?
SDC SUBMISSION:

SDC supports this recommendation. However, we note that the timing which overlaps preparation and consultation of Council Long Term Plans, significant other central government policy change impacting on councils and short timeframes of this current round of consultation for such a large and influential report and corresponding body of evidence are inadequate.

CONSULTATION QUESTION 10 - LOCKING IN NET ZERO

Do you support our approach to focus on decarbonising sources of long-lived gas emissions where possible? Is there anything we should change?

SDC SUBMISSION:

SDC is supportive of prioritising the decarbonisation of long-lived gases and increasing the focus on planting native forests and balancing native forests with non-invasive plantation forestry.

CONSULTATION QUESTION 11 - LOCKING IN NET ZERO

Do you support our approach to focus on growing new native forests to create a long-lived source of carbon removals? Is there anything we should change, and why?

SDC SUBMISSION:

This approach will have many localised benefits for wider environmental values, including native biodiversity and taonga, improving water quality, reducing soil erosion, and improving nutrient cycling and regulation. Indigenous forests are a far greater long-term carbon store than mono-culture plantation forests and provide greater habitat complexity and food availability for all species, as well as providing opportunities for rongoa and kai.

CONSULTATION QUESTION 12 - Our path to meeting the budgets

Do you support the overall path that we have proposed to meet the first three budgets? Is there anything we should change, and why?

SDC SUBMISSION:

SDC supports the overall pathways described throughout Chapter 3 and agrees that we should be working on both decarbonising the economy and planting long-lived non-invasive forests to offset emissions that cannot be reduced. However, as mentioned elsewhere, Stratford and the wider region will be disproportionately impacted by the proposed changes to the transport, energy, forestry and agriculture sectors. We therefore reiterate the urgent need for targeted regional and local funding models to be put in place to enable local government to respond as appropriate for our recently declared national “climate crisis”.

CONSULTATION QUESTION 13 - AN EQUITABLE, INCLUSIVE AND WELL-PLANNED CLIMATE TRANSITION

Do you support the package of recommendations and actions we have proposed to increase the likelihood of an equitable, inclusive and well-planned climate transition? Is there anything we should change, and why?

SDC SUBMISSION:

An equitable and fair transition is very relevant for communities situated within the Stratford District and our agricultural, industry and forestry economies. We have communities that will be particularly affected by climate change: rural, remote, with limited access to public services, road and driving dependent, and with some areas of social deprivation. We therefore agree with the proposal to prioritise supporting the most adversely impacted and the least able to adjust.

We are supportive of localised transition planning and training to grow a local workforce that will enable continued employment, re-training and redeployment to new opportunities, and that will mitigate long-term job losses. We advocate for funding models for local government to help support this transition, as well as funding models directly to education providers, community organisations and iwi.

The CCC’s draft advice notes on page 96 that Taranaki has already started strategic transition planning. This planning phase is now complete, and it is imperative that this transition planning be further supported and funded through its implementation phase. The region has been having transition discussions internally and with central government since 2018, and is ready to pilot, support and lead on transition technology for the country. This needs to be led by Government to signal transition programmes are viable and have begun to be implemented. SDC notes the opportunity for renewable energy technologies considered for Aotearoa to be commercialised through Ara Ake, the National New Energy Development Centre, which is based in Taranaki.

- We support recommendations to promote native forestry to prevent over-reliance on plantation forestry and to mitigate job losses. We are supportive of any recommendations to extend grant schemes such as One Billion Trees or to create

ecosystem services payments. We would like further clarity on how this could be enabled and aligned and encourage the proposed Equitable Transition Strategy to address this.

- We support further investigation into the specific impacts of the climate transition on small businesses, and development of a comprehensive plan to support them through the transition.
- We agree that the Government's current standards and funding programmes for insulation and efficient heating need to be improved and scaled up.
- We advocate for best-practice, nationally standardised guidelines and prioritisation criteria to be developed for local government and businesses so that they can consistently factor co-benefits into climate policy, planning and investment decisions, across all their activities.

CONSULTATION QUESTION 14 - TRANSPORT

Do you support the package of recommendations and actions for the transport sector? Is there anything we should change, and why?

SDC SUBMISSION:

- We support time bound targets being set for increasing low emissions public and shared transport and walking and cycling. However, we note that the majority of the transport recommendations are focussed on urbanised areas, and we are concerned that there is not more reference to rural regional areas. The Stratford District is a predominantly rural region with several smaller urban areas dispersed over a large geographic area. Our communities' mobility and connectivity are heavily road and vehicle dependent, with most households using a personal motor vehicle as their sole means of transport. Decarbonising our transport networks will be much more difficult than in urbanised areas, and we will need significant government funding, support, and new types of transport infrastructure to be able to achieve this. We support the recommendation to significantly increase the share of central government funding available for these types of transport investment, and link this funding directly with outcomes that achieve our emissions budgets.
- We support the reduction of public transport fares for targeted groups, and believe that this should be based on income, age and mobility needs of users.
- We support the introduction of incentives that will help vulnerable or rural communities to have access to EV's, so that this approach can be affordable and realistic for those communities.

CONSULTATION QUESTION 15 - HEAT, INDUSTRY AND POWER SECTORS

Do you support the package of recommendations and actions for the heat, industry and power sectors? Is there anything we should change, and why?

SDC SUBMISSION:

- We support targeting 60% nationwide renewable energy no later than 2035 and support the development of a long-term national energy strategy to deliver on this.
- We support enabling more independent generation and distributed generation, especially for remote rural and Māori communities.
- We would like to see additional recommendations for incentivising local government to transition their facilities and assets away from fossil fuels to renewable energy sources – although this is an aspirational goal of SDC, the cost of implementing this is a significant barrier to us.

- We support measures that would improve energy efficiency standards for all buildings, new and existing stock, through measures like improving insulation requirements. These standards should be based on internationally accredited building sustainability criteria e.g. HomeStar.
- We support expanding assistance for all households to improve the energy efficiency of their housing, based on means assessments.
- We support introducing mandatory measures to improve the operational energy performance of commercial and public buildings, and support this being incentivised for small businesses.

However, we are concerned at the large relative impact on the Taranaki economy from the proposed scenario. Reduced oil and gas, Methanex closure, reduced farming activity, reduced thermal electricity generation, reduced plantation forestry and impacts on rural communities are all significant negatives for Taranaki. Although there are numerous transition plans and pathways for Taranaki, none of these have been implemented to date, and the real-world feasibility and cost of implementing them is still unknown.

CONSULTATION QUESTION 16 - AGRICULTURE

Do you support the package of recommendations and actions for the agriculture sector? Is there anything we should change, and why?

SDC SUBMISSION:

In general, we support the package of advice around ensuring the agriculture sector can reduce biogenic agricultural emissions through on-farm efficiency and technologies. However, we have concerns that the advice appears to almost wholly omit reference to rural and small-town New Zealanders, who make up many of our communities within the Stratford District.

Decarbonising our agricultural sector will be a key concern for NZ's competitive advantage in future carbon-concerned international export markets. We however consider it as paramount that the focus on reducing emissions does not come at the expense of other important considerations, such as water quality, farm business viability, animal welfare and economic impacts. Agriculture is a vital and crucial part of the Stratford District's economy and social fabric.

The proposed reductions in farming and plantation forestry is likely to have greater relative impacts on the rural population than on urban populations, and our farming communities need to be provided with comprehensive support, training, and real-world initiatives to enable them to successfully transition to low carbon farming methodologies. Engaging with and providing for rural communities to help them transition to a decarbonised economy should be a "necessary action" in the package of advice.

CONSULTATION QUESTION 17 - FORESTRY

Do you support the package of recommendations and actions for the forestry sector? Is there anything we should change, and why?

SDC SUBMISSION:

We support the large-scale planting and management of long-term native forests as permanent carbon sinks.

We submit that managing and restoring other biological/ecological carbon sinks should also be prioritised, and brought into the ETS, such as wetlands, peatlands, estuaries, saltmarshes, naturally regenerating forests etc.

CONSULTATION QUESTION 18 - WASTE

Do you support the package of recommendations and actions for the waste sector? Is there anything we should change, and why?

SDC SUBMISSION:

We support the package of measures for the waste sector, and the circular economy approach. We believe that these measures will also have large positive knock-on effects for improving many of our other environmental problems. However, we advocate that the recommendations specifically address how local government can be better supported to fund and develop large-scale waste management infrastructure to support waste diversion, reuse of resources, use of biofuels and minimisation of waste across the spectrum.

Without additional funding, smaller councils like SDC will struggle to voluntarily implement organic and compostable waste reduction schemes due to the high costs of capital and operating expenditure for these projects. Again, it appears that rural waste streams have not been considered in the advice package, which is a large gap that needs to be addressed. Industrial and construction waste, and embodied carbon in buildings, also do not appear to have been accounted for. In the Stratford District, industrial, construction and agricultural waste are an order of magnitude greater than residential waste, and are not controlled by SDC, and need to be accounted for.

Therefore, we advocate for strategies and legislation that are not solely focussed on household waste, and which incentivise diversion from landfill for industrial, construction and agricultural waste streams also, as well as for reducing embodied carbon from construction, rather than solely focusing on existing buildings' efficiency.

CONSULTATION QUESTION 19 - MULTISECTOR STRATEGY

Do you support the package of recommendations and actions to create a multisector strategy? Is there anything we should change, and why?

SDC SUBMISSION:

We support these recommendations, but advocate for stronger directives and consistent guidelines on what financial risk disclosure would look like for local government.

We advocate for bringing in long term carbon unit prices into our investment, procurement and policy decisions, but we emphasise that clear standards and support for capability building are needed for local government to meaningfully participate, as doing this is resource intensive.

CONSULTATION QUESTION 20 - RULES FOR MEASURING PROGRESS

Do you agree with Budget recommendation 5? Is there anything we should change, any why?

SDC SUBMISSION:

We support these recommendations and recommend the development of methods for tracking emissions and target accounting to include removals by non-forest biological removals e.g. peatlands, wetlands, and marine sinks.

CONSULTATION QUESTION 21 - NATIONALLY DETERMINED CONTRIBUTION (NDC)

Do you support our assessment of the country's NDC? Do you support our NDC recommendation?

SDC SUBMISSION:

We support these recommendations.

CONSULTATION QUESTION 22 - FORM OF THE NDC

Do you support our recommendations on the form of the NDC?

SDC SUBMISSION:

We support these recommendations.

CONSULTATION QUESTION 23 - REPORTING ON AND MEETING THE NDC

Do you support our recommendations on reporting on and meeting the NDC? Is there anything we should change, and why?

SDC SUBMISSION:

We support these recommendations.

CONSULTATION QUESTION 24 - Biogenic methane

Do you support our assessment of the possible required reductions in biogenic methane emissions?

SDC SUBMISSION:

We support these recommendations.



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Attention: Submissions Analysis Team

7.2

Submission on Draft Advice 2021

Introduction

The Taranaki Regional Transport Committee (the committee or Taranaki RTC) thanks the Climate Change Commission (CCC) for the opportunity to make this submission on the *Draft Advice for Consultation* (the Advice).

This submission has been prepared by the Taranaki RTC, which the Taranaki Regional Council convenes under the *Land Transport Management Act 2003*. The Taranaki RTC is comprised of representatives from the Taranaki Regional Council, New Plymouth District Council, Stratford District Council, South Taranaki District Council and Waka Kotahi. Taranaki RTC responsibilities include regional planning and advocacy on transport related matters for Taranaki. Of note is the review and preparation of the *Draft Taranaki Regional Land Transport Plan 2021-2027* (RLTP), which is currently out for public consultation.

The Taranaki Regional Council will be making a separate submission on the Advice commenting on broader issues of relevance to the Council, including some transport matters. However, this submission focuses entirely on the transport-related components of the Advice. The Taranaki RTC notes that this submission is strongly aligned with feedback provided by the Transport Significant Interest Group and Taranaki Regional Council, while also supporting specific submission points made by Port Taranaki Ltd.

General comments

The Taranaki RTC supports CCC's objectives in preparing the Advice. The Committee recognise the significance of climate change and the need for New Zealand to move away from 'business as usual' (BAU) to ensure that New Zealand achieves a sustainable low carbon future.

The Taranaki RTC offers the following comments and trust they will assist in ensuring that the Advice and the resulting policy serve New Zealanders well in achieving the necessary changes and carbon goals.

- Strongly supports the policy direction signalled in the Advice, and acknowledge the important role that the transport sector will play in reducing greenhouse gas and local pollutant emissions.
- Support the sense of urgency expressed in the Advice as demonstrated by the focus on gross emissions reductions, which is particularly important for achieving the Government's 2050 goals. This urgency is especially important given long lead-in times for transport infrastructure, housing and land development, and the associated life span of infrastructure, vehicles and buildings.
- Support proactive strategies and tactics that meet New Zealand's climate goals while supporting communities' environmental, social, economic and cultural well-beings.
- Support the overall CO2-e targets. While the targets are ambitious, they set the tone for the "not-BAU conversation" noted above.
- Note that, to realise the emissions reductions required of these budgets, significant investment in expanding public transport, and safe walking and cycling networks will be needed. This is necessary to ensure that they can accommodate the required mode shift safely, efficiently and affordably in the short timeframe these budgets cover.
- Strongly note that the scale of investment required to deliver on mode shift targets is beyond the capacity of the current local/central government funding models. Seek express recognition that additional funding will need to be made available for new initiatives and financial assistance rates and/or alternative financing methods will be critical to this.
- Seek that measures to reduce the need for travel and increase mode shift to active modes and public transport (PT) – supported by compact urban form – be prioritised ahead of a reliance on quick transition to a fully electric private vehicle fleet. The dominance of the urban streetscape by private vehicles will not be solved by converting all fossil-fuelled vehicles to zero carbon. A substantial re-allocation of road space to walking, cycling and zero emission PT will be needed. For regions where PT or active transport are not well-used attention on methods to facilitate behaviour change will be important to driving down emissions. This will deliver important co-benefits for the community.
- Seek recognition that external funding of the changes sought is essential, as provincial districts simply do not have the funding capacity to make meaningful change when sourced from such a small ratepayer base.
- Seek express recognition that rural New Zealand has different needs than urban New Zealand and that a 'one size fits all' solution will not work. For example, there will never be a viable PT option across large sections of the broad rural landscape of Taranaki, and there needs to be recognition that the road transport network is key to keeping these commercial rural properties functioning.
- Seek significant changes in the policy and regulatory environment to achieve the targeted emission reductions. The availability of pricing tools – like congestion charging, variable or distance based charging – are needed to manage demand, encourage ride sharing or more efficient trips and contribute to reducing emissions.

Consultation Question 1 — Principles to guide our advice.

Do you support the principles we have used to guide our analysis? Is there anything we should change, and why?

The Taranaki RTC **supports** the seven principles that have guided the Advice preparation, and makes the following specific comments:

- Principle 2 *Focus on decarbonising the economy* will challenge the public and private sector, including the transport sector, to change, rather than meeting targets by using forestry or offshore offsets.
- Principle 5 *Transition in an equitable and inclusive way* will be crucial with transitioning towards a carbon-free transport system. Transport is an enabler for people to access economic, social and educational opportunity and there is a risk that people will be left behind if the transition is not well managed. This is particularly a risk for rural or remote communities that may also have a large proportion of people with a lower socio-economic background. While the Advice very correctly notes the need to ensure that the proposed scenarios do not have a disproportionate effect on Māori and low-income New Zealanders, another vulnerable group – rural and small town New Zealanders – appear to be overlooked in the discussions of equity impacts. The Taranaki RTC requests that engaging with and providing for rural communities should be a “necessary action”.
- Principle 7 *Leverage co-benefits* – The transition of the transport system towards carbon zero provides great opportunities to create co-benefits, including improved health (active mode usage), reduction of other harmful emissions, improved road safety, and broader wellbeing (e.g. more liveable urban environments). There is also an opportunity to support innovation and New Zealand industry. For example, decarbonising the bus fleet, done well, will support local manufacturers and help create a new skilled part of our workforce.

Consultation Question 8 — Central and local government working in partnership

Do you support ‘Enabling Recommendation 4’ [Central and local government working in partnership]? Is there anything we should change, and why?

The Taranaki RTC supports the CCC’s comments on the importance of engaging with local authorities to develop local solutions and providing funds and funding mechanisms to let them develop those solutions. However, this does not derogate from central government’s responsibility to lead climate change response. Furthermore, the Committee believes that the Advice does not go far enough in supporting that collaboration.

More specifically, the Taranaki RTC submits that a centrally led approach enables local collaboration, which includes enabling policy development and implementation at a local level to address regional contributions to national emissions. Centralised policy could be used to then make up any shortfalls in aggregated regional contributions against the national targets. The Committee believe that this approach will generate more total reductions, will be more focused and will have greater local buy-in than centrally imposed policies.

- The Taranaki RTC **fully supports** that “*central and local government work together*”.
 - There is a need for true partnership between central and local government in the areas highlighted in Enabling Recommendation 4, to achieve the ambitious goals recommended by the Commission. True partnership means equal or similar and not a

one-way exchange of information or policies. The Committee notes that regions may contribute in different ways – some may be placed to make stronger contributions than others do, due to their urban form and greater range of transport options.

- This partnership needs to start early on, by working out jointly how to work as partners and by jointly developing the work plan mentioned under the heading “progress indicators”.
 - Local government has more direct access to and relationships with our communities, and the Taranaki RTC agrees with the statement “*our communities know what actions need to be taken to benefit or empower them*” (p.20).
 - Funding models will need to be reviewed if significant changes to local transport networks are required to achieve national emissions targets. For those projects the benefit no longer sits with the local community but at the national level. Rates and associated decision-making mechanisms around rates are not an appropriate mechanism for nationally driven needs and benefits. For example, consideration could be given to devolving funding to regional partnerships of councils and local Waka Kotahi teams, to deliver sustainable transport priorities set out in RLTPs.
 - Reviewing funding models and legislative frameworks will require a strong partnership approach.
- Notes that the *Land Transport Management Act* (LTMA) is missing in the legislation that needs to be aligned.

Recommendation(s):

- that the regional sector be involved in the design for national policy, strategy, legislation and funding approaches regarding transport due to the role we have in setting regional transport strategy
- that the *Land Transport Management Act* (LTMA) is added to the list of legislation that needs to be aligned.

Consultation Question 12 — the path to meeting the 2035 budgets

Do you support the overall path that we have proposed to meet the first three budgets? Is there anything we should change, and why?

- The Taranaki RTC **strongly agrees** that reducing emissions from the transport sector is a key action to achieve the proposed emissions budgets and **supports** the proposed actions for the sector.
- The Taranaki RTC would like to see more focus in the overall transport advice on reducing the need to travel, through short term measures (like changing the way/when/where/how we work) to measures with long lead in time (like better integration of urban planning and transport). In the hierarchy of interventions, reducing the need to travel should come before mode shift, and mode shift before fleet changes.
- The Taranaki RTC notes that significant consideration to regulatory design will be needed that covers behaviour change, provision of attractive alternative means of transport as well as a mixture of incentives and disincentives.

- The Taranaki RTC suggest that, in addition to electric vehicles, more attention must be given to other alternatives to fossil fuels, such as hydrogen. Reference is made to the detailed submission made by Hiringa Energy in this space, particularly in its potential to support accelerated decarbonisation of the heavy transport sector.
- While accelerating uptake of the electric vehicle fleet is important, the Taranaki RTC would like to see a greater emphasis on investing in high quality, electric public transport and safe, connected and attractive active mode networks. This will have additional benefits to emission reductions, like increasing the overall liveability of our cities by reducing the space occupied by private vehicles.
- The Taranaki RTC questions how realistic the proposed speed of electric vehicle (EV) uptake is. New Zealand has one of the oldest vehicle fleets in the world, and as a small market may not attract much attention from EV manufacturers as an area to prioritise supplying. The Committee also notes the affordability and equity issues raised in this context, particularly for rural or remote communities.
- The proposed budget assumes that the share of average household travel distance per person by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030. The Taranaki RTC notes that:
 - these percentages can only be applied to the significant urban populations, with targets and methods of achieving change to be developed for rural communities
 - increases of this magnitude will place significant pressure on these networks
 - significant investment in public transport infrastructure and services is needed to make it more attractive and accommodate future growth . One way of achieving this could be higher funding assistance rates for these activities, and higher levels of developer contribution to infrastructure and services
 - very long lead in times for rail projects mean the funding and investment needs to be confirmed as soon as possible if we are to accommodate required mode shift
 - significant investment will also be needed in safe active mode networks and facilities to support the required uptake in these trips safely. This includes investing in safe walking and cycling infrastructure for first and last trips to public transport, as achieving public transport mode shift targets requires safe first and last leg trips.
- ~~The Taranaki RTC seeks legislative changes to enable the use of road pricing tools like congestion charge/cordon charge/parking pricing. This is an important action that has significant potential to support the proposed emissions budgets. Not only to reduce travel demand, but to encourage mode shift and more efficient travel through ride sharing/higher vehicle occupancies.~~
- The Taranaki RTC seeks greater recognition of the role of urban form in contributing to emissions reduction budgets and that the role of urban form be given a higher profile in the report's actions and recommendations. Where people live and work, and the choice this provides for how they travel, will be a critical factor influencing transport generated carbon emissions in the future, as our population continues to grow. Urban drift is a factor in human historical behaviour that should be factored into future urban design.
- More attention should be given to the freight sector, which is only covered very briefly in the Advice. Rail and short sea/coastal shipping will need to play a much bigger role in the future, and more funding will be required to make these modes competitive. This includes

making sufficient rail funding through the National Land Transport Fund available throughout the country, rather than just focusing on the metros. Consideration should also be given to regulatory moves that would favour more efficient modes and reduce the rate of CO₂ emitted per tonne of freight moved, particularly an early shift to these modes which will increase fuel efficiency ahead of full electrification.

- The Taranaki RTC notes that the pathway for heavy transport and movement of freight relies heavily on an electrification solution. The planned measures appear to be weighted toward the third budget period presumably relying on technology development and transformation of sustainable and affordable fuels. Interestingly to achieve the 2050 targets there is an expectation that almost all land transport would need to be decarbonised.
- The Taranaki RTC questions whether the settings are in place and is the investment quantified to support a switch of 4% of the freight demand from road to rail/coastal shipping by 2030. Given the geographic spread of production of New Zealand's exports and the challenge of a constrained rail network, how practical is the transfer of freight to coastal shipping? What is the size of that task and how feasible is it to achieve that?
- The Taranaki RTC suggests that freight considerations need to take place at two levels. There is a major freight task related to the export of goods. The other major freight task relates to servicing our communities/the distribution of freight within New Zealand and the relative contributions made by the long-haul and short-haul last mile distribution network.

Consultation Question 14 Transport

Do you support the package of recommendations and actions for the transport sector? Is there anything we should change, and why?

- The Taranaki RTC **strongly supports** all the actions and associated recommendations for the transport sector.
- In relation to Necessary Action 2, the Taranaki RTC:
 - Seeks clarification whether this action refers to a national network (i.e. transport between regions) or a more consistent regional networks across New Zealand. A truly integrated national network of the envisaged nature would require very significant additional funding.
 - Recommends that more emphasis is placed on integrated transport planning to provide an effective framework for achieving national long-term goals. National level

Necessary action 2

Develop an integrated national transport network to reduce travel by private vehicles and increase walking, cycling, low emissions public and shared transport

We recommend that, in the first budget period the Government progress the following steps to meet emissions budgets:

- a. Deliver specific and timebound targets to increase low emissions public and shared transport and walking and cycling, and supporting infrastructure through strengthening the direction of the Government Policy Statement on Land Transport.
- b. Significantly increase the share of central government funding available for these types of transport investment, and link funding with achieving our emissions budgets.
- c. Improve mobility outcomes through measures including supporting public transport uptake nationally and locally by reducing fares for targeted groups (such as for those under 25 years of age), and improving the quality and integration of services.
- d. Encourage Councils to implement first and last kilometre travel solutions in their transport networks, such as increased on-demand and shared vehicle and bike services, secure park and ride solutions at public transport, and encouraging micro-mobility options.
- e. Further government encouragement for working from home arrangements.

transport strategies need to work together with regional and local plans to deliver the outcomes sought.

- Regarding recommendation 2a notes that strong direction in the *GPS on Land Transport 2021* to supporting low emissions public transport, walking, and cycling. Key issues in operationalising the intent of the GPS are the availability of funding (including affordability of local share) and the sometime onerous processes required to unlock that funding. The Committee also notes that, following the current development cycle, the next GPS is not due until 2024. The lack of funding for new significant sustainable transport activities in the 2021-24 GPS is a concern. This must be addressed by the government by allocating additional Crown funding to top up the funding available through the National Land Transport Fund.
- **Strongly supports** recommendation 2b to “*significantly increase the share of central government funding available for these types of transport investment*” as current funding levels will not support the changes needed to develop the transport network envisaged by the Commission. However, the Committee believes that the existing centralised funding model – with Waka Kotahi holding the purse strings – has to be reformed. The Committee also notes that current public transport funding discussions often relate to infrastructure projects. Mode shift will also require significant funding increases of public transport services, to enable more frequent services and longer hours of operations.
- Seeks more clarity about the proposal to link funding with achieving emissions budgets and how this would be implemented. Investments in infrastructure and services supporting mode shift (for example) will contribute to, but not guarantee, specific outcomes.
- **Strongly supports** recommendation 2c “*improve mobility outcomes through measures including supporting public transport uptake nationally and locally by [...] improving the quality and integration of services*”. The Committee **notes** that the clause “*by reducing fares for targeted groups (such as for those under 25 years of age)*” can have many positive social and economic benefits for the targeted groups, but can also have less positive impacts (including encouraging targeted groups to travel more and reducing public transport capacity, particularly at peak and shoulder hours, for private vehicle commuters that we most want to shift mode).
- Regarding recommendation 2d, the Committee notes that many councils are already planning and implementing first and last kilometre travel solutions to increase the ‘reach’ of their public transport networks. The Committee would like to see government “partner with councils” to support and facilitate this work, rather than simply “encourage”.
- **Supports** the recommendations under Necessary actions 3 and 4, including the recommendation to “*Place further emphasis on decarbonising the rail system, and establish an investment strategy and clear targets to increase the share of rail and coastal shipping*”.
- Notes that accelerating the uptake of electric vehicles has an important role to play in achieving New Zealand’s climate emission reduction goals. However, the Committee suggests that reducing the need for travel and mode shift to active modes and public transport – supported by compact urban form – should be prioritised ahead of a reliance on

quick transition to a fully electric private vehicle fleet. This will deliver important co-benefits for the community.

- Seeks consideration of some additional areas to support the emission reduction budgets in the transport sector, including:
 - A recommendation to **remove regulatory barriers**, such as cumbersome traffic resolution processes, which significantly slow or hinder delivery of walking, cycling and public transport infrastructure.
 - A broader recommendation around **reducing travel demand and encouraging more efficient travel** – capturing more flexible working times and other arrangements (not just work from home) to allow for more off-peak travel and to encourage increased vehicle occupancies.
 - A recommendation to make legislative changes to **enable the delivery of road pricing tools** to manage travel demand, influence mode shift and encourage ride sharing – with the added benefit of less traffic making active modes more attractive.
 - A recommendation to **accelerate the uptake of e-bikes** (alongside new cycle network infrastructure) by subsidising the up-front cost purchase cost, partnering with local suppliers to smooth freight supply issues, and funding the quicker roll-out of associated charging and secure parking facilities.
 - A recommendation around **strengthening land use and transport integration**, in particular facilitating higher-density, energy-efficient housing development, especially along key public transport corridors and nodes. The role of urban form in contributing to emissions reduction budgets is not given enough profile in the report recommendations.
 - A recommendation that identifies targeted policy and investment to **transition from lower efficiency to higher efficiency transport modes** ahead of replacement technologies, e.g. use of coastal shipping (including incentives to create a domestic industry) and significant reinvestment in rail, to make it the preferred long-distance freight option (particularly in the multi-modal and freight forwarding business).
 - A recommendation to **examine changes to the current land transport funding model** to determine the best way to fund the transition to, and management of, the future network needed to achieve the envisaged emission reduction targets. The transport funding model will need to be changed to accommodate the decrease in petrol vehicles (i.e. revenue generated through Fuel Excise Duty). A new funding model needs to enable local government to use various mechanism, such as road pricing and parking levies.
 - A recommendation for government to **provide added financial support** to local authorities **to electrify their public transport bus fleets**. If public transport expands to meet the proposed targets, up to 4,000 will need to be purchased. These must be EV to avoid lock in of emissions over their 20-year life, but EV buses are currently significantly more expensive to purchase than diesel buses.
 - A recommendation for government to **consider the co-benefits of vehicle efficiency and reducing emissions when reviewing operating speeds** for road safety purposes.

- The Taranaki RTC notes that a number of recommendations for the transport sector have the potential to **provide additional road safety benefits**. For example, the accelerated uptake of electric light vehicles is likely to improve the fleet's safety standards, as these vehicles are likely to be newer and safer. Mode shift of people (onto public transport) and freight (onto rail and short sea shipping), and reduced travel will decrease exposure rates. The Committee notes that the recommendation to increase walking and cycling poses potential safety risks which need to be managed to ensure safe outcomes. The provision of safe travel choices is also necessary to enable the mode shift targets to be achieved. Given the interdependencies, we support an aligned approach to ensure shared carbon reduction and safety outcomes are achieved.
- The Taranaki RTC supports the impetus to link the heavy vehicle roading network via ports to the coastal highway. Any freight tonne kilometre switch has a net emission advantage but also has the potential to lower overall infrastructure costs within the roading network. Coastal shipping volumes have diminished materially and even without the pressure of climate action solutions have been extremely hard to find, and policy settings are required to assist. Historically 'siloed' thinking in the transport solution seems to have revolved around growing revenue (e.g. road user charges), which has come at the expense of considering an end-to-end solution that factors in the viability of the blue water highway that absolutely support a lower carbon footprint. This type of barrier creates laboured and volatile outcomes so it is suggested tackling the systemic assumptions early will provide benefit in this significant area. Freight needs focus not at the expense of light vehicle and cycling options but certainly as a priority. It is important that any freight strategy or study addresses the questions above and are designed to result in lower carbon emissions. The future transport fuel mix which entails electrification is increasingly complex and interwoven with broader energy supply markets.

Consultation Question 15 — Heat, industry and power sectors

Do you support the package of recommendations and actions for the heat, energy and power sectors? Is there anything we should change, and why?

- The Taranaki RTC **supports** 'Necessary Action 5' [*Maximise the use of electricity as a low emissions fuel*], as these are necessary steps as a precursor to enabling an EV fleet.
- The Taranaki RTC **strongly supports** 'Necessary Action 10' [*Reduce emissions from urban form*] where "*Government promote the evolution of urban form to enable low emissions transport...through ongoing legislative reform.*"
- In relation to Action 10b ("*Ensure a coordinated approach to decision making is used across Government agencies and local councils to embed a strong relationship between urban planning, design, and transport so that communities are well designed, supported by integrated, accessible transport options, including safe cycleways between home, work and education*"), the Taranaki RTC would like to see greater recognition of the role better integrated urban planning and transport has to play in reducing greenhouse gas emissions in the Commission's advice. Well designed and integrated communities not only make carbon-free travel options more attractive and easier to use, but they also reduce the need to travel, as key origins and destinations of travel are located closer to each other. This is an area that needs urgent attention, due to the long-term impact of urban planning decisions.

- The Taranaki RTC **strongly supports** early proactive planning to increase capacity in the national generation and transmission network given the long lead times to construct new generation capacity.

Consultation Question 19 — Multisector strategy

Do you support the package of recommendations and actions to create a multisector strategy? Is there anything we should change, and why?

- As the Advice correctly notes, a whole of government approach will be needed, covering multiple agencies and departments. The Taranaki RTC agrees with this approach and would recommend that the Advice should go further, and should recommend at least investigating interdepartmental executive boards. Stakeholders often cite negative experiences due to being forced to deal with multiple agencies to address or progress issues. The importance of climate change as an issue means that government should do everything possible to address those concerns and to facilitate engagement with those key stakeholders (including local government).
- The Taranaki RTC **supports** 'Necessary Action 16' [*Support behaviour change*].
- The Taranaki RTC believes that it is not sufficient that "Government embed[s] behaviour change as a desired outcome in its climate change policies and programmes". We would like to see Government carry out more work to understand how we can accelerate behaviour change. We need to understand how we can better incentivise behaviour change, particularly where good alternatives are already available. A national behaviour change campaign needs to be at the centre of actions taken by the Government.

National view minimises significance of regional impacts

The Taranaki RTC submits that taking a national view means that significant regional impacts are not being considered. The Advice presents only macro level impacts of the proposed changes. However the reality is that the response strategies will be felt regionally – and that there will be significant variations in those impacts across the country.

By way of illustration, the following table compares Taranaki's emissions, economic activity and employment profiles to the national averages that are the focus of the Advice.

Emitting Sector	NZ Average			Taranaki		
	Emissions	GDP	Employment	Emissions	GDP	Employment
Transport	36%	5%	6%	2%	3%	5%
Major Industry	41%	13%	10%	26%	20%	16%
Agriculture	18%	4%	4%	60%	9%	7%

NOTE: Transport emissions include domestic vehicle use, whereas GDP and employment are for the ANZSIC sector only.
Sources: Emissions – Climate Change Commission Draft Advice and TRC regional inventory; GDP/Employment – Statistics NZ

The Taranaki RTC is particularly concerned because the proposed scenarios' impact on Taranaki far exceed our relative contribution to New Zealand's total emissions. Reduced oil and gas, Methanex closure, reduced farming activity, reduced thermal electricity generation, reduced plantation forestry and impacts on rural communities are all significant negatives for Taranaki. The region's relatively small and dispersed population also limits communities' response and resourcing options.

Accordingly, the Taranaki RTC strongly supports the Taranaki Regional Council submission that the Advice should be reissued giving regional breakdowns of emissions targets and impacts. A further consultation round should be conducted once that detail is available.

We note that Port Taranaki has a pivotal role as New Zealand's third largest port handling bulk cargo, and are concerned that the impacts on this crucial regional and national entity will likewise be disproportionate. Port Taranaki's exposure to the focus to decarbonise the sectors of shipping and road transport, coupled with a decline in direct and indirect supply from the country's critical oil and gas resource will create a major economic challenge for Port Taranaki Ltd and the Taranaki region.

The focus on user decarbonisation limits the effectiveness of potential strategies

The Taranaki RTC is concerned that the Advice overly targets energy supply decarbonisation as the principal means of achieving the carbon targets. This supply side focus means that the Advice largely ignores energy efficiency and behaviour change-led emissions reduction.

Energy efficiency reduces energy related emissions, making targets more achievable. It can also create economic and social co-benefits that could offset some of the calculated negative impacts of the proposed scenarios.

Behaviour change-led improvements are also often more permanent and cheaper to implement than changes imposed by regulations. Accordingly, demand side solutions deserve more in depth analysis than the brief mention given in the Advice. Not doing so risks dissociating average New Zealanders from their role in the required changes by painting the issue and solution as belonging to large industry and the energy sector. This "us versus them" separation ignores the reality that energy sector emissions are ultimately only in service of final consumers' energy demands. Improving vehicle efficiency standards (which we note the Government has announced since the Advice was published) is one example of demand side opportunities.

Concern that the process is being rushed

The Taranaki RTC appreciates that the Advice is primarily about showing a required direction and distance of travel, rather than the full details of that journey. However, because the Advice will shape policy direction, well-considered analysis and submissions are crucial to the process. Expecting that level of consideration of the Advice (and evidence) within the short time frame provided is not consistent with "true consultation" and an "inclusive future".

As the CCC recognises, achieving emissions targets requires social acceptance and community contributions at each step. Rushed consultation potentially undermines that support.

A further significant factor that CCC seems to overlook is the risk of "consultation fatigue" amongst key stakeholders. We are finding that, with the current reform volume, some key stakeholders are unable to give the input that they and the Taranaki RTC both desire. This comment is particularly true for many of our tangata whenua partners in Taranaki.

The Taranaki RTC urges CCC and the government to review their timelines to ensure that they provide meaningful and ongoing opportunities for public engagement to shaping and implementing climate change policies and actions.

Concern about incomplete analysis

The Taranaki RTC has serious concerns that scenarios set out in the Advice appear to overlook key issues with solution implementation, underplay costs and overlook the scale required for a number of factors. The Taranaki RTC cite the following as examples of incomplete or questionable analysis:

- EV promotion appears to not account for:
 - EV capital cost considerations, including initial affordability, accelerated depreciation relative to ICE vehicles due to shorter effective useful life.
 - The limited impacts of overseas incentive schemes. For example, Canada is held up as a success, but nearly 80% of new vehicle sales are “light trucks” and the top three light trucks outsell the top three EV’s by 13:1.
 - The limited availability of vehicle types – both present and forecast. Especially relevant for non-city dwellers.
 - How the loss of petrol levies impacts transportation network funding
 - Related to the above, if those taxes are to be rolled into electricity prices, how that will be done. For example, will at-home car charging require separate ICP’s and rates? Or will the general electricity price rise? Either option creates additional costs.
 - The end of life disposal costs on electric vehicle batteries.
- The Advice does not discuss the impact of rolling stock availability/age and gauge on the ability to increase rail use. Electrification costs also appear to be ‘glossed’ over.
- While the Taranaki RTC supports the call for increasing the proportion of freight that is moved by coastal shipping, the Advice seems to ignore the current near absolute reliance on international deep-water ships to move freight domestically. This factor – and the oft-stated sharp increase in cost that coastal cabotage rules would impose – are significant barriers to a carbon zero domestic fleet.

These comments should be taken as expressing concern about the completeness of the analysis, rather than as inherent resistance to the need for any of the changes. This concern is driven by a desire to ensure that bad analysis does not lead to bad policy.

Concern about focus purely CO₂-e based systems

The Advice notes that the CCC advocates a systems approach to scenario development. While the Taranaki RTC supports this approach, our reading of the Advice is that the approach has not been strongly applied. For example, the discussion on transportation options on page 97 appears to view the different vehicle types as separate entities, rather than taking an overall approach to small vehicle efficiency.

The CCC’s strong focus on CO₂-e reduction as the sole target variable means that it ignores associated environmental consequences of renewable energy generation and greenhouse gas emission reduction interventions. For example, many of the rare earths used in EVs are mined in countries with minimal or non-existent health, safety and environmental controls and protections. Some commentators fear the universal failure of EV battery recycling markets in first-world countries is creating looming environmental and public health issues. The report rightly identifies the need to give effect to the values of He Ara Waiora tikanga. In the light of these values, it is inappropriate for the government to ignore the ethical and environmental

externalities of its policies. The Taranaki RTC therefore asks the CCC to highlight these consequences as a “necessary action” for Government attention.

Related to the above, the production accounting focus means that New Zealand is ignoring the embodied carbon in some of the proposed scenario solutions. Meeting the reduction targets requires significant imported capital and consumer goods. From a global point of view, the embodied carbon in producing and transporting this equipment is still a significant negative. A production accounting approach allows New Zealand to export – and ignore – this negative impact. It also fails to give effect to a broader understanding of He Ara Waiora values.

It is also worth noting that the EC is currently proposing a consumption accounting based carbon tax. The tax is designed to specifically address the issue of offshore impacts of local consumption – and to address actions by companies and countries to export their carbon (in particular to LDC’s).

The Advice’s discussion of extensive electrification’s impact on system vulnerability/ resilience is brief and understated. Texas’ recent experiences with the failure of electricity systems due to winter storms shows the danger of an under-diversified energy system. Yet the Advice seems to overlook system security; pushing strongly towards full electrification at the expense of back-up systems as diverse as gas for home cooking, diesel generation in hospitals and ICE powered car radios and equipment charging.

The scenarios seem to ignore the lessons of the 1970’s oil shocks about concentrating risks about our energy future in focused parts of the globe. Economic, ecological, and political challenges arise whenever we effectively export crucial parts of our energy futures to other countries. In this instance, possible risk comes from over-reliance on China, who control 95% of the world’s supply of rare earths, the large majority of components for EVs, turbines and electric motors, plus energy and digital transition technologies.

Accordingly, the Taranaki RTC believes that the analysis should be recast taking a fuller systems approach that accounts for:

- all environmental impacts of energy use and consumption
- a more complete sectoral system analysis
- the embodied carbon effects of solutions (including taking a more consumption accounting approach).

Summary and conclusion

In summary, the Taranaki RTC thank the CCC for the opportunity to comment on the Advice.

The Taranaki RTC recognises the challenge inherent in the task CCC has undertaken in preparing the Advice. While the Committee has identified areas where it feels that both the process and the Advice itself could be stronger, it does nonetheless congratulate CCC on what it has achieved.

The Advice is the start of developing detailed pathways for the just transition to zero carbon futures. That transition needs a combination of behaviour change and technical solutions (in both demand and supply sides) that recognise the unique contributions and challenges of communities and sectors across New Zealand. More importantly, achieving those targets will require widespread support and buy-in from those same groups.

The Taranaki RTC looks forward to working with CCC and the government to develop and implement pathways that support the Taranaki communities who we serve.

If you require any additional information on this submission, please contact Fiona Ritson, Senior Policy Analyst (Fiona.Ritson@trc.govt.nz or 06 765 7127).

Yours faithfully

Cr Matthew McDonald
Chair Regional Transport Committee
Taranaki Regional Council

DECISION REPORT



F19/13/04 – D21/8426

TO: Council

FROM: Roading Asset Manager

DATE: 13 April 2021

**SUBJECT: PROPOSED ROAD CLOSURE FOR ANZAC DAY
COMMEMORATIONS 2021**

8

RECOMMENDATIONS

1. THAT the report be received.
2. THAT pursuant to Section 342(1) (b) in accordance with Schedule 10 clause 11(e) of the Local Government Act 1974, notice is hereby given that the Stratford District Council proposes to close the following roads on Sunday 25 April 2021, between the hours stated in the recommendation below, for the purpose of the ANZAC Day Dawn Service:
 - Miranda Street between Fenton Street and Regan Street – 5:30am to 8:00am
 - No Parking on the western side of Juliet Street between Regan Street and No. 53 Juliet Street – 6:00am to 10:00am

Recommended Reason

In order for the Stratford District Council to hold ANZAC Day commemorations, it is necessary to close the roads listed above for the safety of the public gathering for the dawn service at the Cross of Sacrifice on Miranda Street. The parking restriction along part of Juliet Street is for the purposes of a display of military vehicles following the ANZAC commemorations. The proposed road closures require formal endorsement by a Council resolution

Moved/Seconded

1. PURPOSE OF REPORT

For any street event that requires a road closure, Schedule 10 Clause 11(e) of the Local Government Act 1974 requires a Council resolution to endorse the proposed road closure. This report seeks this endorsement for the purposes of allowing the Stratford District Council to close the roads listed above on 25 April 2021 for the times specified in the recommendation.

2. **EXECUTIVE SUMMARY**

- 2.1 In order for the ANZAC Day commemorations to be held, for health and safety reasons the Stratford District Council have requested that several roads are partially or fully closed for the purposes of the public gathering at the Cross of Sacrifice for the dawn service.
- 2.2 Due to COVID-19, this year’s services are being amended to an extended Dawn Service only, to take into account any level changes between now and then.
- 2.3 Included in **Appendix A** of this report is the traffic management plan showing the roads to be closed.

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 – To commemorate the lost soldiers during the First World War	
Social	Economic	Environmental	Cultural
✓			

The report is for the purposes of providing good regulatory function, as street events such as this, require a Council resolution to endorse a proposed road closure.

4. **BACKGROUND**

- 4.1 ANZAC Day occurs on 25 April. It commemorates all New Zealanders killed in war and also honours returned servicemen and women.

The date itself marks the anniversary of the landing of New Zealand and Australian soldiers – the ANZACs – on the Gallipoli Peninsula in 1915. The aim was to capture the Dardanelles, the gateway to the Bosphorus and the Black Sea. At the end of the campaign, Gallipoli was still held by its Turkish defenders.

Thousands lost their lives in the Gallipoli campaign: 87,000 Turks, 44,000 men from France and the British Empire, including 8500 Australians. To this day, Australia also marks the events of 25 April. Among the dead were 2779 New Zealanders, about a fifth of those who served on Gallipoli.

It may have led to a military defeat, but for many New Zealanders then and since, the Gallipoli landings meant the beginning of something else – a feeling that New Zealand had a role as a distinct nation, even as it fought on the other side of the world in the name of the British Empire.

ANZAC Day was first marked in 1916. The day has gone through many changes since then. The ceremonies that are held at war memorials up and down New Zealand, or in places overseas where New Zealanders gather, remain rich in tradition and ritual befitting a military funeral.

- 4.2 Following the disbandment of the Stratford branch of the Returned Servicemen Association in 2016, the Stratford District Council has offered to host the annual ANZAC Day commemorations service.

The Commemorations include the following:

5.30am-8.00am Extended Dawn Service at the Cross of Sacrifice on Miranda Street

Due to COVID-19, this year's services are being amended to an extended Dawn Service only, to take into account any level changes between now and then.

5. **CONSULTATIVE PROCESS**

5.1 **Public Consultation - Section 82**

The Stratford District Council are required to liaise with all residents and traders affected by the proposed road closure. A public notice was placed on the Stratford District Council website on 16 March and an advertisement was placed in Central Link in the Stratford Press newspaper on 17 March. To date no written objections have been received by the Stratford District Council.

Stratford District Council has contacted the Police, Fire Service, St John's Ambulance and the Road Transport Authority seeking their approval for the proposed road closure. At the time of writing this report, no objections had been received

5.2 **Maori Consultation - Section 81**

There are no known effects that this event is likely to have on local iwi issues. This event also recognises the loss of Maori soldiers during the ANZAC Gallipoli assault on the Turkish army in 1915.

6. **RISK ANALYSIS**

Please refer to the Consequence and Impact Guidelines at the front of the reports in this agenda.

- Is there a:
 - financial risk;
 - human resources risk;
 - political risks; or
 - other potential risk?
- If there is a risk, consider the probability/likelihood of it occurring.
- Is there a legal opinion needed?

In order for the ANZAC Day commemorations to be held in a safe manner on public roads, it is essential that these roads are closed for the duration of the commemorations. This will safeguard the public gathering for the dawn service.

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. This event brings the community together to commemorate the soldiers lost in war and those who have served
What relationship does it have to the communities current and future needs for infrastructure, regulatory functions, or local public services?	This report supports the performance of Council by providing a regulatory function in accordance with the Local Government Act 2002.

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?

Yes, the times of the proposed road closures are outlined in the recommendation above.

7.3 **Significance**

	Yes/No	Explain
Is the proposal significant according to the Significance Policy in the Long Term Plan?	No	
Is it:	No	
• considered a strategic asset; or	No	
• above the financial thresholds in the Significance Policy; or	No	
• impacting on a CCO stakeholding; or	No	
• a change in level of service; or	No	
• creating a high level of controversy; or	No	
• possible that it could have a high impact on the community?	No	As a mark of respect for the soldiers lost in action, shops throughout New Zealand are closed on the morning of Anzac Day.

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.

The options to be considered for this report are:

- Option 1** Do not approve the closing of the roads listed above. If this is the option chosen, then the Stratford District Council will not be able to host the ANZAC Day commemorations. This will have a negative impact on this authority.

Option 2 Endorse the proposed road closures as outlined in recommendation two above, to indicate our support for this event. This will have a positive impact on Stratford District Council. **This is the recommended option.**

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.

The cost of providing the traffic management will be met by the Stratford District Council's Community Services Team. Stratford District Council's officer time for approving the traffic management plan is met from current Roading budgets.

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 Stratford District Council has engaged the services of Traffic Management Solutions (TMS) to provide and monitor the traffic management plan for this event.

7.7 **Legal Issues**

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

Pursuant to Section 342(1) (b) Schedule 10 Clause 11(e) of the Local Government Act 1974, provides powers to Council to formally endorse a recommendation to close a road for the purposes of a street event.

7.8 **Policy Issues - Section 80**

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

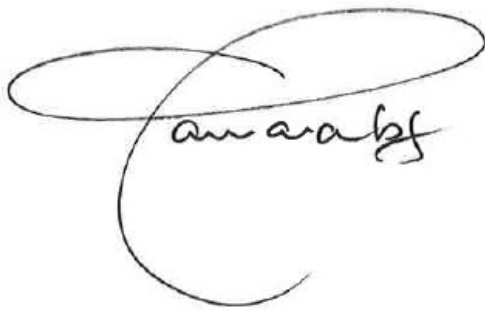
This report is consistent with the policy for Temporary Road Closures.

Attachments:

Appendix 1 Map of planned road closures



Stephen Bowden
ROADING ASSET MANAGER



[Endorsed by]
Victoria Araba
DIRECTOR - ASSETS



[Approved by]
Kate Whareiatu
ACTING CHIEF EXECUTIVE

DATE: 6 April 2021

APPENDIX 1



TMP or generic plan reference





