

To: Neil Cook, the Director of Land Transport, Waka Kotahi NZ Transport Agency
From: Stephen Bowden, Roding Asset Manager
Date: 12 July 2023
Subject: Interim Speed Management Plan

Please find the following information supporting our iSMP for the NLTP period July 2021 – June 2024 which has been sent to Waka Kotahi for approval and certification.

Purpose of the Stratford District Interim Speed Management Plan

The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires all road controlling authorities (RCA's) to develop and consult on a speed management plan. The Stratford District Council is the RCA responsible for local roads (i.e. non-State highway roads) within the Stratford District. The purpose of this interim Speed Management Plan (iSMP) is to enable the Stratford District Council to share how it intends to manage speed limits over the period extending up to the end of June 2024.

The primary focus over this period is the reduction of speed limits around the schools in Stratford under the Road to Zero project.

Following on from the iSMP, Stratford District is in the process of developing a full Speed Management Plan (SMP) for the District which will provide details on further speed management changes proposed for the 2024 to 2027 period and beyond. The SMP further considers the integration between planned safety infrastructure, posted speeds, and selected enforcement with safety cameras supplied and operated by Waka Kotahi.

Land Transport Rule: Setting of Speed Limits 2022

As per the Land Transport Rule: Setting of Speed Limits 2022, we are confident that we have met the following clauses for the implementation of this interim speed management plan.

3.8(1)(a). The Stratford District Council agreed to reduce the speed around our urban and rural schools at a workshop held in December 2021 taking into account the following principles:

- Managing speeds on roads plays a key role in developing communities, a sense of place, improving neighbourhood amenity and the safety of all road users.
- Travel speeds should be able to provide both road safety and efficiency in terms of economic productivity and prosperity.
- Speed limits will become intuitive and reflect the use and function of the roads in keeping with the One Network Framework.
- Stratford District Council recognises the importance of community engagement prior to changing any speed limits. Stratford District Council undertook a three staged consultation process for this interim speed management plan;
 - Stage 1 – We consulted with the individual schools on the proposed changes and the extent of the speed limit zone;
 - Stage 2 – A further consultation was undertaken with the residents within the school speed limit zone;
 - Stage 3 - We consulted with the wider community via our website and facebook page on the proposed speed limit changes outside the schools.
 - All of the above was undertaken during the months of July to August 2022.
- Speed management does not happen in isolation, other measures including infrastructure upgrades will continue to be considered when addressing safety

issues on the transport network. This was some of the feedback that SDC received from the residents that live within the proposed school speed limit zone.

Our over-arching district wide speed management plan will be split up into several phases. To date we have only consulted on the first phase, being the schools. A workshop is planned in June 2023 with the Elected Members to determine the approach we should undertake for the development of the district wide speed management plan. This approach will be portrayed into the Regional Speed Management Plan.

Phase one (2022 – 2024) includes speed reductions at all the urban schools (six schools), with a further three rural schools. There are three rural schools whose main roadside frontage is a State Highway and these schools will be considered as part of the State Highway Speed Management Plan.

Subsequent phases (2024 - 2027) will be discussed at a Council workshop in June 2023, which will set out how we intend to consider the remainder of the urban and rural roading network.

3.8(1)(b). The speed limits proposed aligns with the Safe and Appropriate Speed noted in MegaMaps safe and appropriate speeds;

- 30km/h outside category 1 schools – all urban schools..
- 60km/h outside category 2 schools – Two of the three rural schools
- 30km/h outside one category 2 school – Feedback suggested the speed limit outside Makahu school should be reduced to 30km/h as the school use the facilities of the community hall located opposite the school. This requires pedestrians to cross Mangaehu road.

The table below is a list of all the schools within the Stratford district, the proposed speed limit and the rationale for the new speed limit.

School Name	Category <i>(based on the Rule)</i>	Current Speed Limit	Proposed Speed Limit	Rationale
Taranaki Diocesan	1	50km/h	30km/h Pembroke Rd	State Highway 3 Frontage to be considered as part of the State Highway Interim Speed Management Plan.
Stratford Primary School	1	Variable 40km/h	30km/h	Currently a variable 40km/h speed limit. Consultation undertaken in July proposing 30km/h speed limit to compliment safety treatments. This is one of our Transport Choices projects for a school safety project.
St Joseph's Primary School	1	50km/h	30km/h	Consultation undertaken in July proposing 30km/h speed limit to compliment safety treatments. This is one of our Transport Choices projects for a school safety project.
Avon Primary School	1	50km/h	30km/h	Consultation undertaken in July proposing 30km/h speed limit. Road to Zero safety improvements completed to compliment the proposed speed limit.
Stratford High School	1	50km/h	30km/h	Road to Zero safety improvements completed. A 30km/h speed limit proposed to compliment the safety improvements.
Midhirst School	1	50km/h	30km/h	Consultation undertaken in July proposing 30km/h speed limit.
Pembroke School	2	100km/h	60km/h	Consultation undertaken in July proposing 60km/h speed limit.
Makahu School	2	100km/h	30km/h	Consultation undertaken in July proposing 60km/h speed limit. Public feedback requested this speed is further reduced to 30km/h.

School Name	Category <i>(based on the Rule)</i>	Current Speed Limit	Proposed Speed Limit	Rationale
Ngaere School	2	100km/h	60km/h	Consultation undertaken in July proposing 60km/h speed limit on the Cheal Rd frontage. The school also fronts SH3. This is to be considered in the State Highway Interim Speed Management Plan.
Marco School	2	100km/h	60km/h	Consultation undertaken in July proposing 60km/h speed limit on the Marco Rd frontage. The school also fronts SH3. This is to be considered in the State Highway Interim Speed Management Plan.

What has been proposed will see SDC meet the target of 100% of schools receiving a safe and appropriate speed by the end of June 2024, which exceeds the minimum requirement set by the Rule (40% of all schools). Safer speeds have been proposed outside all the schools where Stratford District council is the Road Controlling Authority. Those schools that have a frontage on either State Highway 3 or 43 will be considered as part of the State Highway Interim Speed Management Plan with Waka Kotahi being the Road Controlling Authority for the corridors with these frontages.

Included in our Transport Choices and Road to Zero work programmes are further safety improvements along the local road frontage of these schools. The feedback we received when undertaking the consultation with the local community raised that the proposed speed limits would not be adhered to unless some form of traffic calming infrastructure supplemented the speed limit changes.

3.8(1)(c). The proposed roads have been selected because they are the main frontage for each school, and as such it is our intention to treat all of these schools during the 2021 – 2024 NLTP period and be realizing the benefit of safer speeds in these locations as soon as possible.

We have already completed traffic treatments outside three of the schools listed above. These schools are Stratford High School, Avon Primary School and Makahu School via the Road to Zero or Low Cost Low Risk Improvement budgets where funding is provided by Waka Kotahi.

Our draft NLTP2024 - 2027 Road to Zero programme includes infrastructure safety treatments to the remainder of the schools listed, subject to funds becoming available during this period. If the fund is oversubscribed nationally, we can re-prioritise the programme to keep within the allocated funding.

Fortunately, we have been successful with our Transport Choices bid to provide safety treatments outside Stratford Primary School and St Joseph's Primary School. We have included a safety treatment by way of a raised platform on Pembroke Rd outside the entrance to St Mary's Diocesan School, as part of the Transport Choices project.

Attached in Appendix 1 are the proposed speed limit zones for the schools listed above.

3.8(2)(b). The intention of the proposed iSMP is for all schools to have a safe speed in place by the end of 2023, subject to approval from the elected members (tacit agreement has been given via the council workshops), and certification by the Director for Land Transport.

3.8(2)(d). The implementation programme for schools is as follows:

- Feedback to draft iSMP received from Waka Kotahi ahead Council endorsement – May 2023
- Decision Report to Council endorsing the iSMP – June 2023
- iSMP sent to the Director for Land Transport for certification – July/August 2023

- Installation of associated signage and amendments to the National Speed Limits Register – September / October 2023.

3.11(1)(a). As per clause 3.9. Stratford District Council has undertaken public consultation with the schools, affected residents within the speed limit zones and the wider community during the period of July to August 2022. We received eight responses all of which were supportive of the proposed changes, with some additional comments relating to installing traffic treatments to ensure the speeds are adhered too. This is in accordance with Section 82 of the Local Government Act 2002. These responses are shown in Appendix 2 of this plan.

In accordance with clause 3.10, we also consulted with the local lwi on our proposal. To date we have not had a response from the three lwi, however, the opportunity for lwi to comment remains available to them.

Council Approval.

The Policy and Services Committee of Council recommended the approval of this interim Speed Management Plan on Tuesday 27 June 2023. This was formally adopted at the ordinary meeting of Council on Tuesday 11 July 2023.

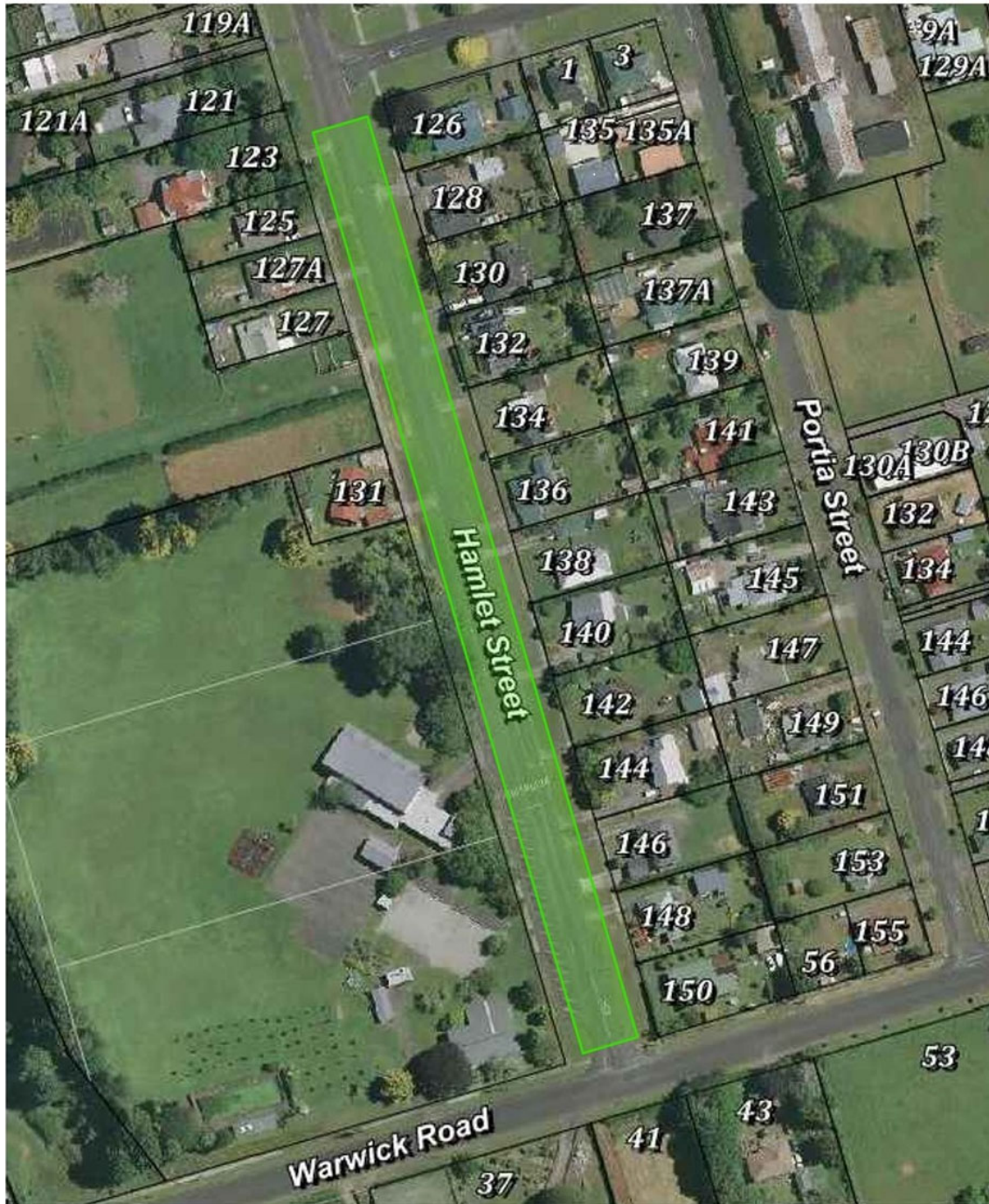
For further information please contact:

Stephen Bowden
Roading Asset Manager
sbowden@stratford.govt.nz
06 765 6099 ext 635 or 027 426 5515

Attachments

Appendix 1 Maps
Appendix 2 Feedback

AVON SCHOOL



MAKAHU SCHOOL



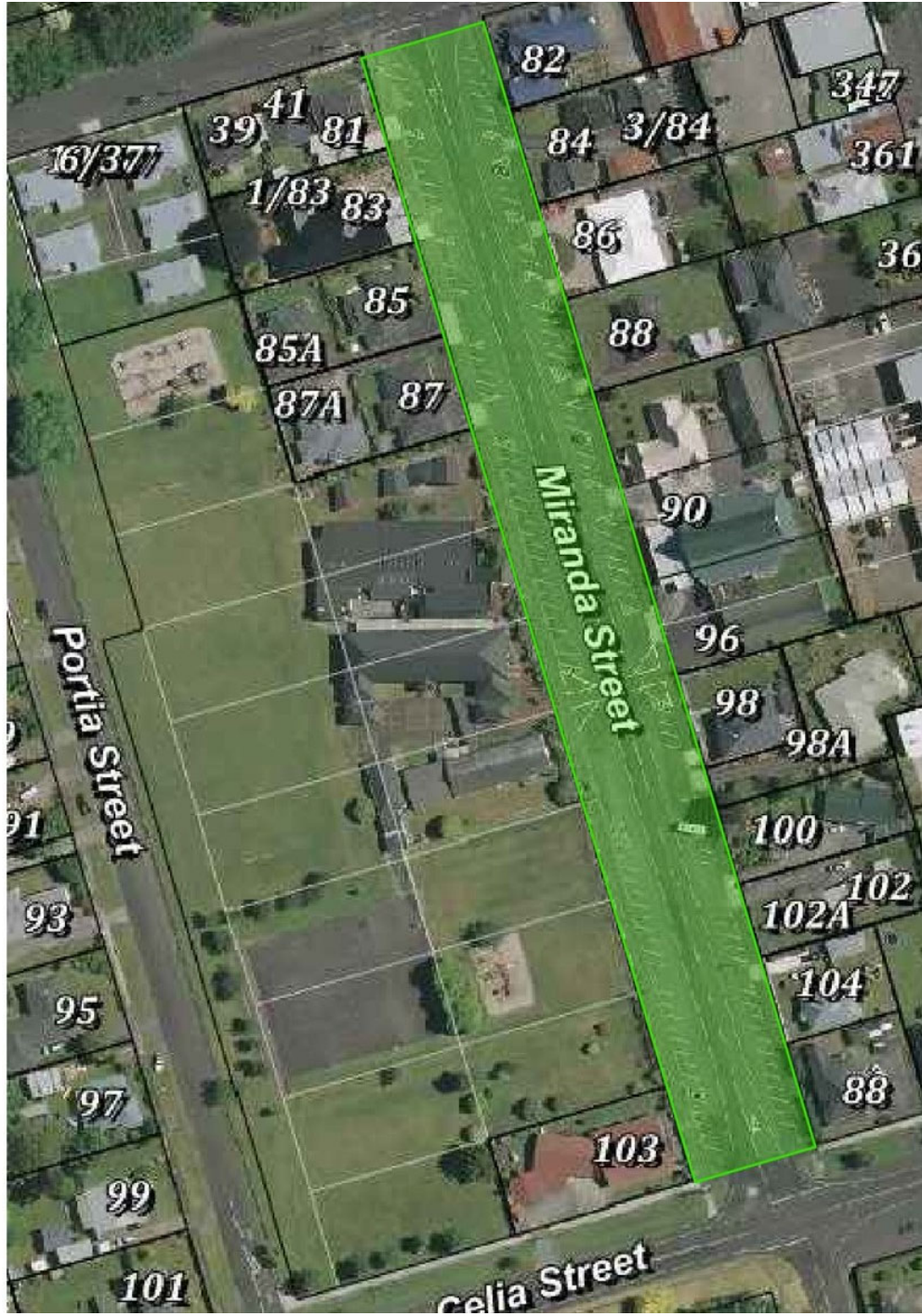
MIDHIRST SCHOOL



PEMBROKE SCHOOL



ST JOSEPH'S SCHOOL



STRATFORD PRIMARY SCHOOL



TARANAKI DIOCESAN SCHOOL



NGAERE SCHOOL



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

MARCO SCHOOL



TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

Erin Bishop

From: Erin Bishop
Sent: Monday, 19 June 2023 2:42 PM
To: Erin Bishop
Subject: FW: Pembroke School

From: Katherine Guest [REDACTED] >
Sent: Tuesday, June 14, 2022 8:38 AM
To: Steve Taylor <STaylor@stratford.govt.nz>
Subject: Re: Pembroke School

All good, can only try huh?

Appreciate your reply 😊

Sent from my iPhone

On 14/06/2022, at 8:30 AM, Steve Taylor <STaylor@stratford.govt.nz> wrote:

Hi Katherine,

Ooh, I checked the letter so many times, but not the attached image! Thanks for pointing that out. It's definitely 60 km/hr.

I have passed on your concerns about the engine braking and the burnouts to our Roding team. Unfortunately, there is not much we can probably do, especially about the engine brakes. I live in Inglewood and we have the same problem with the trucks.

Cheers

Steve

From: Katherine Guest <[REDACTED]>
Sent: Monday, 13 June 2022 8:04 p.m.
To: Steve Taylor <STaylor@stratford.govt.nz>
Subject: Pembroke School

Hi Steve,

We received your letter today about the change in speed around Pembroke School - awesome to know this will be put in place.

We also have a LOT of engine breaking from large trucks if it's possible to address this too please.

We also have a number of burnouts which happen at this intersection.

Have attached a photo of a typo - think it's meant to say 60?

Kind regards,



60
↓

Proposed Permanent 30 km/hr speed zone – Pembroke School



Erin Bishop

From: Steve Taylor
Sent: Monday, 20 June 2022 9:41 AM
To: 'Mary Anne Costelloe'

Hi Mary Anne,

Further to my email last week, I have been told the draft Economic Development Strategy identifies the need for electric car infrastructure so we may see it come through as a project at some stage in the future.

Regards,

Steve Taylor
Projects Engineer/Manager
Te Kaunihera ā Rohe o Whakaahurangi | Stratford District Council

83 Miranda Street
PO Box 320
Stratford 4352

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TE KAUNIHERA Ā ROHE O
WHAKAAHURANGI
STRATFORD
DISTRICT COUNCIL

From: Steve Taylor
Sent: Thursday, 16 June 2022 8:25 a.m.
To: 'Mary Anne Costelloe' <[REDACTED]>
Subject: RE: Safety Improvements outside St Joseph's Catholic School

Hi Mary Anne,

Sorry for the late reply to your questions, the simple answer is No and there isn't one!

There are currently no electric car charging ports (let alone fast ones!) in Stratford, but now the Clean Car Discount is in, it is something that the district will need to look at, whether Council installs some or private sector, in the near future. It would open up SH.43 access to electric cars better than what is present.

I looked up our policies and we don't have specific policies on green house emissions and climate change. We do however have these considerations in all our work. Policies such as waste Management, Farm, and Three Waters (to name a few) all have these topics that we treat as normal process for us. Green house emissions and climate change is now such a part of life that we always have it front of mind.

I have also passed on your query to our Community Development team to consider as well.

Regards,

Steve Taylor
Projects Engineer/Manager
Te Kaunihera ā Rohe o Whakaahurangi | Stratford District Council

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TE Kaitiaki Take Kōwhiri
Whakaaahurangi
STRATFORD
DISTRICT COUNCIL

From: Mary Anne Costelloe <[REDACTED]>
Sent: Tuesday, 14 June 2022 12:28 p.m.
To: Steve Taylor <STaylor@stratford.govt.nz>
Subject: Safety Improvements outside St Joseph's Catholic School

Dear Steve,
Thank you for your letter advising of the proposal of the change in speed for the area around the St Joseph's school. I think it is a wonderful idea.

On a different note, could you advise me if there are any electric vehicle fast charging ports in Stratford? If not, is there any consideration on installing any?
What is the Stratford District Council's policy on green house emissions and climate change?

Kind Regards
Mary Anne



"Dental Care for All Ages"

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Erin Bishop

From: Robyn Jury [REDACTED]
Sent: Wednesday, 22 June 2022 4:23 PM
To: Steve Taylor
Subject: Safety Improvements Outside Makahu School

> Hi Steve

> Following our telephone discussions, here is our feedback regarding the proposed low speed zone outside Makahu School.

>

> We believe that, if there is to be a low speed zone outside Makahu School, it should be 30 km per hour. The reasons for this are:

>

> - The roads to the school can only be safely driven at 35-40 km per hour on corners and bends, and at a maximum of 60 km per hour on other parts of the road. These speeds are necessary due to terrain, corners, narrowness, visibility, etc. Even slower speeds are required on the tunnel hill and on the metalled roads.

> - There is a lot of logging traffic including logging trucks, metal trucks and logging crews. Also, there are currently several places on both the tarsealed and metalled roads with a lot of surface damage (potholes and blowouts) due to the logging trucks.

> - The school entrance is near the roadside, and the bus parking area is right beside the road. The community hall, and general parking for the school and hall are across the road from the school and all near the road, meaning people including children need to cross the road to get between the school and hall.

> - There is a long one lane bridge and a blind corner just before the school and hall, which can only be safely driven at 35-40 km per hour maximum. This bridge and corner are both within the proposed low speed zone.

>

> We request that, if a low speed zone is implemented, that the other side of the sign have the open speed symbol NOT the number 100. We know they mean the same thing in law, but the roads to and from Makahu, are narrow and winding and there is no way that you can go 100 on any stretch of these roads, in fact they cannot be travelled at more than 60 km per hour. This includes Brewer Road from SH43 to Makahu School (8.3 km), Mangaehu and Mangaotuku Roads from Makahu School to the intersection with SH43 at Douglas (approx 23 km), and also all of Upper Mangaehu Road.

> We feel that if the signs say 100, motorists will be more inclined to go faster than they would if the signs had the open road symbol, thus creating danger when the aim of the signs is "safety improvement". "Open road" has the connotation that the speed should be subject to the "open road" conditions, whereas 100 is an absolute number and, although a legal maximum, it would give the impression 100 is possible.

> This will create huge danger to motorists and other road users. Our entrances to different sections of our farm are accessed via the road only and many of our family members/staff use the road several times a day for this purpose.

> It will also add to the danger for residents, especially those whose houses are close to the road. Our sons both live close to the road not far from the school, and one of them has a young child. Also with the large number of logging trucks, metal trucks, logging crews, etc it is even more important that everyone drives safely. We absolutely object to having 100 on the signs. It is not safe.

>

> I recently read about the change to the Opunake Road speed limit. We feel that your consideration should be given to changing the speed limit on all of our narrow, winding country roads, to 60 km/hour including all of the roads in Makahu such as Brewer Road, Mangaehu Road and Upper Mangaehu Road.

>

> We appreciate the opportunity to give our feedback on this matter and hope you will give this your attention. If you need any more information, such as photos, please do not hesitate to contact us by phone 067623830 or email.

- >
- > Kind regards
- >
- > Robyn and Paul Jury

Erin Bishop

From: Kerry Walker [REDACTED]
Sent: Friday, 1 July 2022 10:55 AM
To: Steve Taylor
Subject: Midhirst School

Dear Mr Taylor, in regards to your letter 9th June, sorry I'm late.

Midhirst School is not on the main road.

Most kids that cross the main road do so at Kent Terrace or Beaconsfield Road outside your 30 k zone.

To cross at Erin Street means crossing the railway line.

A 30 or 40 k sign flashing or otherwise like other school areas would be fine, anytime after that we are against.

1) school hours are 8 till 4, events after that, are mainly on weekends when there is less traffic.

2) Trucks and cars going up and down through their gears will cause a noise problem for residents in the area.

3) If needed a speed camera would help.

Regards Kerry Walker

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This email has been checked for viruses by AVG.

<https://www.avg.com>

Erin Bishop

From: Alan Thatcher [REDACTED]
Sent: Thursday, 30 June 2022 2:52 PM
To: Steve Taylor
Subject: Proposed 30 km/h limit Stratford Primary

Good afternoon Steve

We have been resident at 52 Brecon Road for over 30 years. We support the proposal in general as we have had concerns about safety around the school for some time. If this limits the use of Brecon Road as a bypass by heavy vehicles (notably increased in recent years) then this will serve to improve safety further. We also suggest extending the 30 km/h limit down to the end of Brecon Road to the rest home to improve the safety of children, parents and elderly accessing the sportsfield and the park. It seems pointless to have such a short stretch of road returning to 50km/h.

To improve congestion and safety around the school we would also recommend that the restriction on parking on the grass along Regan Street under the kowhai trees be made clear and actually enforced. This is currently widely ignored and contributes significantly to restricting visibility and narrowing the road width (and damages the roots of the lovely trees)

The zone also needs to be extended further north along Brecon Road which would give drivers plenty of warning before approaching the intersection. We would be strongly opposed to additional signage outside our property. There is already a power pole which partially restricts vision while exiting our driveway. Similar consideration for visibility needs to be given to other driveways close to the intersection.

Cycle access to the school could be improved somewhat. Consideration to providing cycle tracks or dedicated cycle lanes along existing footpaths may reduce requirements for school related traffic. The current situation compromises cycle safety at busy times and any improvements are likely to encourage cycling.

kind regards

Alan Thatcher & Dorothee Heumueller

Contact ph [REDACTED]

Erin Bishop

From: Eddie Sanderson [REDACTED]
Sent: Thursday, 23 June 2022 1:07 PM
To: Steve Taylor
Subject: Reg: Safety Improvements outside Avon School

Hello. I'd like to make a few comments regarding the proposed implementation of the 30km/hr speed zone outside of Avon school.

I live at 144 Hamlet St, directly across the road from Avon school. I have lived at this property for about 40 years, firstly with my parents when they purchased the property in 1982, and now with my own family when I bought the property of my parents in 2001.

As such I have had a very good view of traffic movements outside the school, and Hamlet street as a whole, during and after school hours for a number of years. My wife is a stay at home mum so she has a very good view of traffic movements during the school day.

I do not think lowering the speed limit to 30km/hr for the complete length of road between Romeo St and Warwick Rd will have any effect on making it safer outside of the school and it will only inconvenience the residents of this section of Hamlet St outside of school time and during school holidays. I also think the reasoning behind the lowering of the limit is inaccurate also.

There are next to no after school sports or other after school activities going on at the school. There is the occasional function in the hall, but this does not mean the speed should be lowered as traffic flow is very low. Going by the reasoning in the letter you sent us, a permanent 30km/hr limit must also be implemented outside of Stratford high school between Regan St and Celia St, Stratford Primary School between Brecon Rd & Portia St, St Josephs between Celia St and Page St, and Taranaki Diocesan School between Broadway and Portia St. These 4 schools have far more activity than Avon School ever does.

In regards to the police enforcing the 30km speed limit, they would need to actually be present all the time. They do not do this now to enforce the 50km speed limit so I cannot see them being present to enforce the 30km/hr limit. They might when the limit is first introduced, but with police resources already stretched I do not believe they will do this routinely. The road code says drivers must reduce speed when overtaking a parked school bus, but the police very rarely enforce this outside Avon School. Unless a police car or speed camera are always present the 30km/hr speed limit will be completely ignored.

But drivers do not speed on this section of Hamlet St during school hours, it is always in the evening or weekends. This is also when some drivers decide to do burnouts in front of the school, or at the intersection of Hamlet and Warwick Rd or Hamlet and Romeo. There has been damage done to the fence at the school and the wall at my own property due to this over the years. There used to be a tree on our road verge. This was knocked down by somebody doing a burnout in the 90s.

And because Hamlet St is so long and straight a police car is noticeable from a long way away so it is unlikely the police would actually catch anybody.

My observations of the dangers outside the school is the area around the zebra crossing. We continuously see parents arriving to pick up children from school parking almost right on top of the crossing, illegally parking across our own and neighbours driveways, and so close to our driveways that we have difficulty seeing oncoming traffic when driving out of our driveway. We frequently have to beep our horn at cars parked over our driveway when trying to enter or exit it during the school pick up/ drop off. The police are never around to enforce and issue tickets for these infringements. Just this morning I observed one parent decide to drive across oncoming traffic to park (facing oncoming traffic) outside the school to do their drop off. A 30km/hr speed limit will not remedy any of these issues.

In my opinion a more effective solution to making it safer outside Avon school would be to increase the orange no parking zone on the eastern side of the road to go between the driveways at 140 & 148 Hamlet Street, effectively between the crossings diamond road markings. This will improve vision allowing drivers to see kids on the zebra crossing. In addition, making the zebra crossing a raised courtesy crossing (it should still be a zebra crossing) would be more effective at slowing down traffic in this area than a sign posted 30km/hr zone that the police will very rarely enforce.

If you are really serious about making the area outside of the school safer, this is a better option than a speed limit that will be ignored 99% of the time. The worst speeding drivers race down Hamlet st outside of school hours (we have seen this 3 times in the last week). There won't be any police around when it happens. A raised crossing (a sleeping policeman) will slow them down 24/7. But I should add that generally most drivers observe the existing 50km/hr speed limit.

My apologies for the long submission, but there are a few issues to address. Feel free to call me if you have any questions. I think I've lived in this part of Hamlet st longer than anybody else (40 years), so I have seen quite a bit.

Regards

Eddie Sanderson



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Erin Bishop

From: B mitchell [REDACTED]
Sent: Tuesday, 6 September 2022 2:21 PM
To: Stratford Submissions
Subject: school zone speed limits

After reviewing all the school zones on your website I would submit that a full time lowered speed limit is not the best option for stratford schools or residents.

I submit that a variable speed limit zone, operating on weekdays during school pick up and drop off times would be most suitable for our district, to ensure the safety of our tamarki at their schools and convenience our residents using those streets outside of these hours.

Bernice Mitchell
stratford

Erin Bishop

From: Sami & Laura Werder [REDACTED]
Sent: Friday, 19 August 2022 11:19 AM
To: Stratford Submissions
Subject: School Zone Speed Limits

Hey guys,

I just seen in the Stratford Press about the speed limits changing around some schools which is fantastic!

Just wondering if any submissions have been put in to change the speed limit alongside Toko School (just on East Road).

I checked the list of schools, and couldn't see it on there, but just thought I'd see anyway.

Yes, we have got a good turnaround/pick up bay for vehicles and school buses. But on busy days - fridays, assemblies, sports days etc, it's chaos with vehicles parked everywhere. And we all know how many trucks are on the road these days, and they don't seem to slow down a bit!

Has it been considered for a speed limit change? If so, what was the outcome?

Looking forward to your reply.

Thanks a lot,
Laura Werder

Sent from my iPhone