

*A Plan of action for  
walking and cycling in Stratford ...*



**Connecting our Communities**  
**Strategy 2023-2053**



TE KAUNIHERA Ā ROHE O  
**WHAKAAHURANGI**  
**STRATFORD**  
DISTRICT COUNCIL



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## Glossary

Vulnerable Road User	Pedestrians (including persons on skateboards, roller skates, foot scooters, and using mobility aids such as powered wheelchairs), public transport users (Bus, Taxi, Total Mobility) and cyclists.
Accessible Street	Roadway that is easy to approach, reach, enter, and/or use.
Alternative Transport	All modes of travel other than private motor vehicle. This includes using public transport (bus, taxi, total mobility), walking (including mobility aids, pushchairs/strollers, scooters), and cycling (including e-bikes).
Cycle lane	Special vehicle lane marked on a road with a cycle symbol, which can only be used for cycling.
Cycle way	'Cycle Lane' that is not on the roadway (shared paths and separated cycle paths).
Road safety	Safety in using roads for motor traffic, cyclists, and pedestrians. It often involves lowering speed limits and installing control systems, such as traffic islands, narrow traffic lanes and pedestrian crossing opportunities.
Waka Kotahi	New Zealand Transport Agency

## Acronym Glossary

GPS	Government Policy Statement
LTP	Long Term Plan
MBIE	Ministry of Business, Innovation and Employment
MoT	Ministry of Transport
NPDC	New Plymouth District Council
RLTP	Regional Land Transport Plan
SDC	Stratford District Council
SH3	State Highway 3
SH43	State Highway 43
STDC	South Taranaki District Council
TRC	Taranaki Regional Council
VKT	Vehicle Kilometre Travelled

# 1. Introduction

The **Connecting our Communities Strategy** (the Strategy) is developed in alignment with the Government Policy Statement (GPS) to guide the Stratford District Council (the Council) in several key areas, including:

- Developing a transport system where no-one is killed or seriously injured.
- Providing transport options to our communities for accessing social and economic opportunities.
- Developing a low carbon transport system that supports emissions reductions, safety, and inclusive access.
- Facilitating improvements in freight connections to drive economic development.

Central government periodically develops and revises the Government Policy Statement (GPS) on land transport every 10 years, with reviews every 3 years. The GPS serves as a guide for land transport investment over the next decade. It plays a crucial role in determining funding allocation from the Land Transport Fund and shaping activities included in the Regional Land Transport Plan (RLTP) and the National Land Transport Programme (NLTP).

This Strategy addresses current transport network challenges, highlights opportunities for improvement, and outlines proposed actions for strategic investment over the next 30 years. By this, the Council will optimise existing partnerships and create new opportunities to maximise infrastructure investment benefits.

## 1.1. Purpose

Over the next three decades, our focus will be on fostering sustainable transport in the Stratford district. This strategy outlines our commitment to creating safe and reliable road transport infrastructure, ensuring that our communities are well-connected and secure.

By promoting sustainable transport, we aim to contribute significantly to the realisation of the Stratford district's social, environmental, cultural, and economic objectives. This approach will not only enhance the overall well-being of our residents but also positively impact the surrounding environment, preserving our cultural heritage, and supporting local businesses and industries.

Our commitment to sustainable transport will serve as a cornerstone for the future development of Stratford, fostering a resilient and prosperous community for generations to come. Through a coordinated effort, we aspire to build a greener, more connected, and thriving Stratford district, aligned with the principles of sustainability and environmental stewardship.

## 1.2. Our Vision

Council's vision in the Long-Term Plan (2021-2031) is:

***“A vibrant resilient and connected community – in the heart of Taranaki.”***

Our vision for **Connecting our Communities** Strategy is linked to the overall vision for the district:

***“A progressive district where our transport network fosters prosperity, health and wellbeing of our communities”***

## 1.3. Objectives

This Strategy focuses on the gradual implementation of enhanced sustainable transport facilities in the district, with a priority on connecting schools to key community destinations and urban residential areas. It also prioritises improvements for vulnerable road users who do not rely on private vehicles (cars, motorbikes, trucks, vans, etc.). This Strategy is designed to increase connectivity, accessibility and the safety of our road infrastructure such as footpaths, cycle lanes, cycleways and roads.



## 2. The Stratford District

### 2.1. Geographical Location

The Stratford district is 2,170 km<sup>2</sup> of land in the heart of Taranaki (**Figure 1**). To the north is the New Plymouth District; west, and south is the South Taranaki district. These combine to make up the Taranaki region. To the east, the district is bordered by the Ruapehu and Whanganui districts within the Horizons region. The Stratford district comprises 4 key centres – Stratford; Midhirst; Toko and Whangamomona.

#### 2.1.1. Stratford

Stratford is the main town in Stratford with a population of approximately 5,784. It serves as a service centre for the central Taranaki rural region.

SH3 segregates the community facilities including the primary schools, the multi-sports facility, and the Memorial Hall to the west. While the main high school and bike park is on the eastern side. Miranda Street also provides an important link with a secondary and primary school, day care centre, public library, memorial hall, church, and medical centre located between Warwick Road and Pembroke Road.

#### 2.1.2. Midhirst

Midhirst is a small village in the Stratford District, approximately 4 km north of Stratford, on SH3. One of the most distinctive features of the township is the towering concrete and glass milk-powder drying plant, which was one of New Zealand's most advanced in its time (1980). The factory closed after amalgamating with Kiwi Dairies in 1983.

Midhirst has a similar problem as Stratford. SH3 segregates the eastern side of Midhirst with the primary school, dairy and domain on the western side. At the 2018 census, 252 people live in Midhirst.

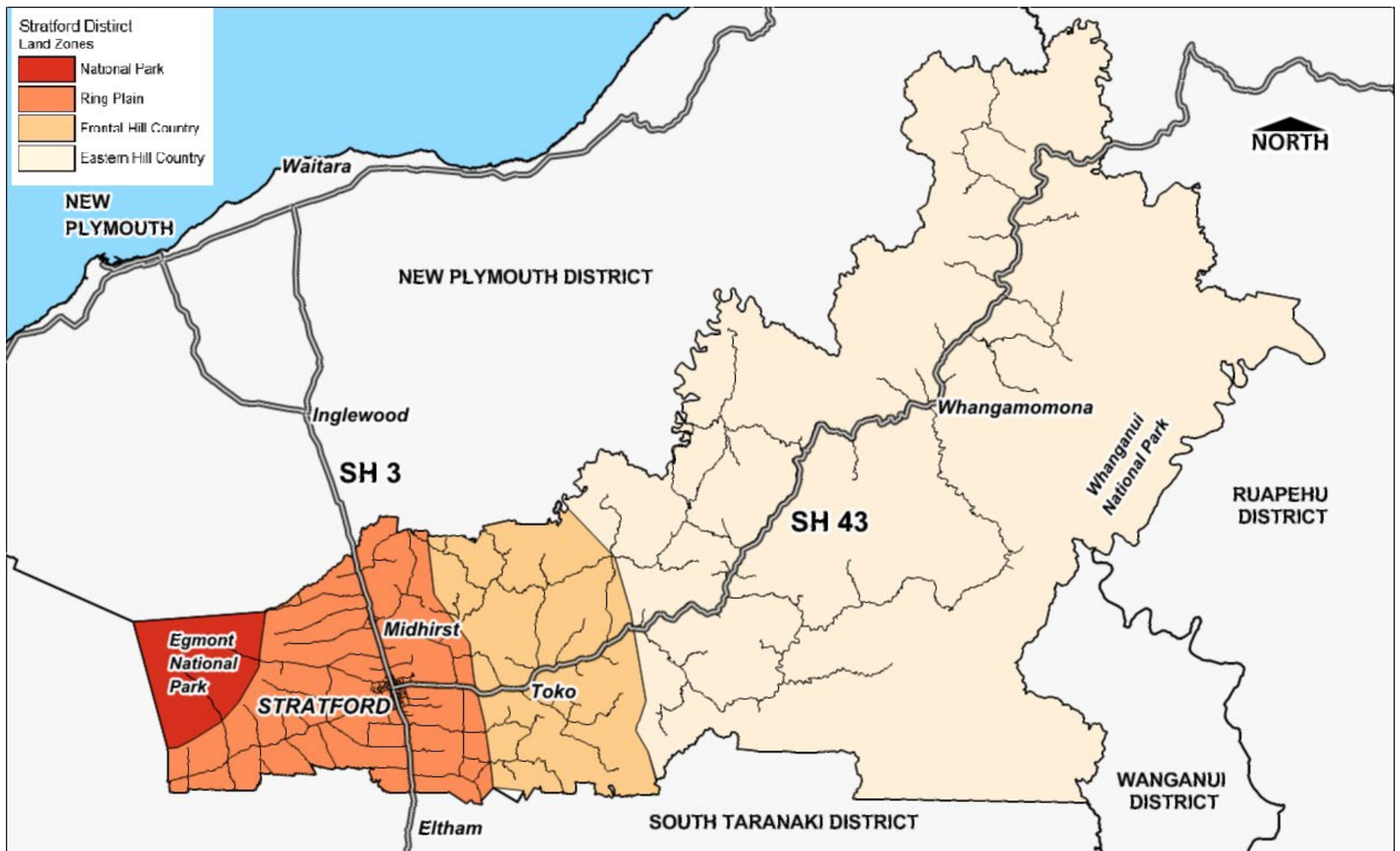
#### 2.1.3. Toko

Toko lies approximately 10 kilometres east of Stratford, along State Highway 43 (SH43). Approximately 160 people live in or around the Toko settlement. The village consists of factory buildings which are used for an engineering business, and the church, hall, domain, hotel, trucking depot, and an automotive workshop are still being used for business and social activities.

Toko Primary School was established in 1893 and is situated on SH43, approximately 2.2 kilometres east of Toko, in the 100 km/h speed zone.

#### 2.1.4. Whangamomona

Whangamomona is the last of the major settlements in the Stratford district. Situated 65 kilometres east of Stratford and 87 kilometres from Taumarunui, Whangamomona is positioning itself as an ideal resting point along SH43. While the resident population is approximately 150 (Tatauranga Aotearoa Statistics New Zealand, 2018), the Whangamomona Republic Day is attended by thousands of people. With the rising popularity of SH43 and the rail line among tourists, Whangamomona is enjoying something of a renaissance.



**Figure 1: The Stratford District Map**

## 2.2. Stratford Communities

In addition to the 4 main centres described in 2.1 above, the Strategy seeks to safely connect our social communities with new and improved walking and cycling facilities. People are not necessarily confined to one group and can also be part of all groups.

### 2.2.1. The School Community

This community includes all school children, their families, and staff that work at the school. Residents living around the school are also included in this community.

This community is our priority group and has formed the basis for our roading network. The Strategy is committed to providing safe infrastructure to encourage school children to walk or cycle to school. Achieving this commitment will help Council to reduce emissions while habits of walking and cycling will be formed for future generations.

The Emissions Reduction Plan was issued by central government to meet New Zealand's first emissions budget. This will enable New Zealand to transition to a low-emissions future in a way that is achievable and affordable. To support their mandate, central government has, in recent times, allocated a significant amount of funding to the provision of safe road transport walking and cycling facilities, i.e., Transport Choices and 'Bikes in Schools'.

### 2.2.2. Vulnerable Road Users

Vulnerable road users are road users outside vehicles, who have little to no protection from crash forces. They are most at risk in traffic, especially when there are differences in the mass and speed of various types of vehicles.

This group includes pedestrians (including scooter and skateboard users), cyclists, motorcyclists, children, the elderly, people with disabilities, and road workers

### 2.2.3. Stratford Residents

Designing a transport network that caters to all Stratford district residents is critical to the success of the district. The primary objective of such a network is to ensure seamless mobility while prioritizing safety, efficiency, and sustainability. To achieve this, the network design will need to consider the diverse needs of every single person that lives in the district.

By embracing the community needs, a transport network can be designed that truly serves the needs of all road users while fostering a more sustainable and inclusive urban environment.

### 2.2.4. Tourists

The region's tourism sector is in a high growth phase, enhanced by the Lonely Planet travel guide naming Taranaki as the second-best region to visit in the world for 2017.

Stratford is uniquely placed as a destination of choice. Stratford provides an ideal location as the gateway to Taranaki Maunga for hikers, cyclists, and climbers, while the Forgotten World Highway is fast becoming a major tourist attraction with the rail cart tours between Taumarunui and Stratford, and extraordinary rugged scenery and history. Stratford is also home to New Zealand's only Glockenspiel Town Clock, incorporating the Shakespeare theme of the town.

The Whangamomona Republic Day is now a major attraction with tour buses attending the event from outside of the region.

The New Zealand Cycle Trail recognises a network of existing and potential cycle trails within New Zealand. This network includes a Heartland Ride between Taumarunui and New Plymouth, which is promoted by the Taranaki Trails Trust. Noticeably, there is a gap in the network, in central and south Taranaki. There are opportunities here for Stratford, particularly considering recent publicity by Lonely Planet, naming the Forgotten World Highway in their Epic Bike Rides of the World.

## 2.3. Roading Network

Stratford is linked to New Plymouth and Hawera via SH3. The smaller town of Midhirst is located 5 kilometres north of Stratford, also on SH3. Taumarunui and Stratford are linked via SH43, also known as the Forgotten World Highway. This highway links the settlements of Toko and Whangamomona to Stratford.

The two state highways, SH3 and SH43, provide the main arterial routes. Waka Kotahi manages these two roads. They intersect in the Stratford Town Centre at the intersection of Broadway and Regan Street.

With an average daily traffic volume of 15,056 vehicles, SH3 bisects the town centres of Stratford and Midhirst. SH43, 218 to 1,455 vehicles per day, bisects both Toko and Whangamomona.

The district's local roads are generally very wide and have low traffic volumes. Streets in urban settings are typically up to 30m wide, with the formed carriageway between 7.5 m and 8 m. Consequently, berms, incorporating footpaths, on either side of the road can be up to around 11 m wide, especially in the centre of Stratford. In Stratford, many streets are characterised by deep stormwater drains and high kerbs.

Toko, Midhirst, and Whangamomona each have unique challenges presented by the influence of the State Highways. Local roads in these towns typically have lower volumes and slower speeds, and some specific issues have been identified (such as logging traffic in Midhirst).

## 2.4. Initiatives

Initiatives currently being implemented in and around the Stratford district include:

### 2.4.1. SDC - Transport Choices Project

This is a central government-funded project for walking and cycling in urban Stratford Township.

The Stratford Schools Safety Project is an infrastructure project that will deliver **strategic walking, cycling and micro-mobility networks** to connect schools and support **safe green, emissions-free and healthy** school travel in the Stratford township through the newly created **walkable neighbourhoods**. This is a key start in our journey to making Stratford township a model **'active-mode'** community for small rural towns.

### 2.4.2. NPDC - Lets Go Project

The New Plymouth District Council (NPDC) has taken a lead in New Zealand as one of the two Model Walking And Cycling Communities. Since 2010 when the programme began, NPDC has implemented a wide range of initiatives, both infrastructure and non-infrastructure, to encourage active modes of travel in the district. This work is notable for its comprehensive approach under the 'Let's Go' banner <https://www.npdc.govt.nz/let-s-go/>

### 2.4.3. STDC

The South Taranaki District Council (STDC) has a prioritised list of projects that it is promoting to improve access facilities within its district. The implementation of this programme is overseen by a group of senior staff, chaired by the district's Mayor.

A key regional project is the construction of a cycle trail from Hawera to Stratford and New Plymouth. The initial stage of this trail would be between Hawera and Normanby.

### 2.4.4. TRC – Better Travel Choices

The Taranaki Regional Council (TRC) plays an important part in transport around the Taranaki Region. It manages the RLTP and provides guidance to the three district councils.

The RLTP's broad purpose is to identify the key transport issues and challenges in the region and how land transport activities proposed in the Plan will address those issues.

TRC is currently developing a Better Travel Choices Strategy for the Taranaki Region. The regional strategy will follow the same theme and outcomes as this strategy.

### 3. Legislative and Strategic Alignment

The Strategy is guided by legislation including several national, regional, and local strategies, policies, plans and programmes (**Figure 2**). These strategies provide a framework supporting the greater provision and promotion of a safer transport network for economic reasons and the increase in transport choices.

The strategies, policies, plans, and programmes are aimed to connect at the following target groups:

- Commuter – access from home to place of work/education
- Road safety – where everyone feels safe to use the transport network
- Recreational – Health and well-being; tourism.

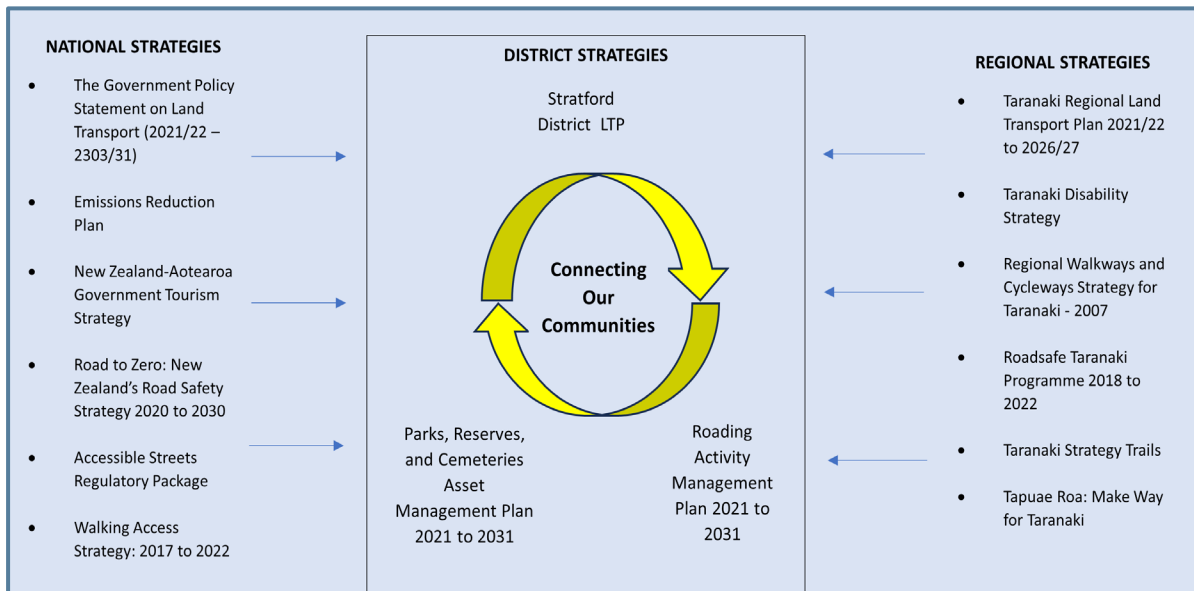
**Appendix 1** provides a detailed summary of these legislation, local strategies, plans and programmes.

Key legislation include:

- Land Transport Act 1998
- Land Transport Management Amendment Act 2008
- Land Transport Road User Rule 2004
- Land Transport (Speed Limits Validation and Other Matters) Act 2015

Key Strategies include the:

- Government Policy Statement on Land Transport (2021/22 – 2030/31);
- Emissions Reduction Plan 2022;
- Taranaki Disability Strategy;
- Roadsafes Taranaki Programme (2018 -2022); and
- Taranaki Trails Strategy.



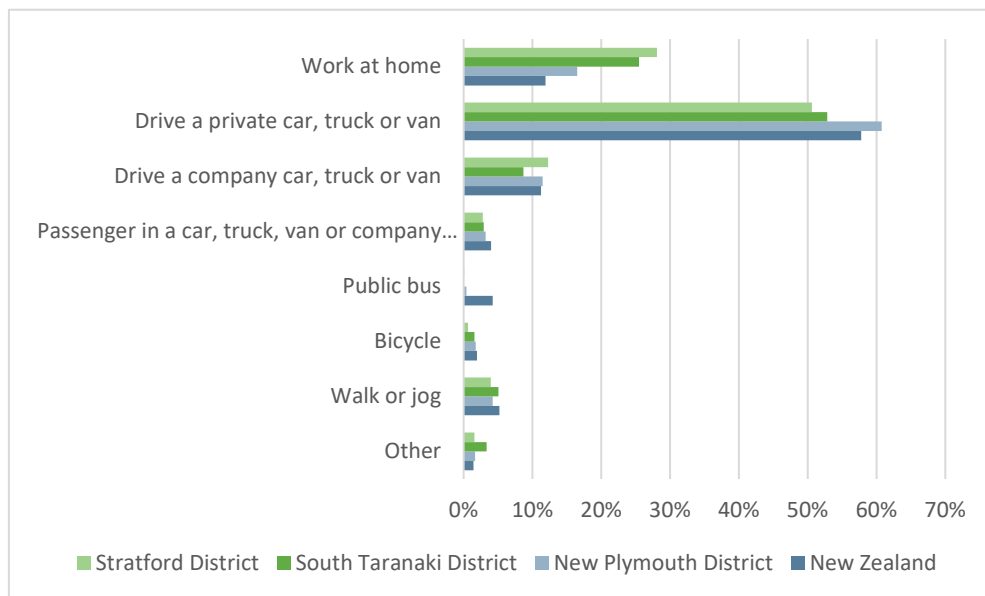
**Figure 2: Legislative and Strategic Context**

## 4. Transport Network Statistics

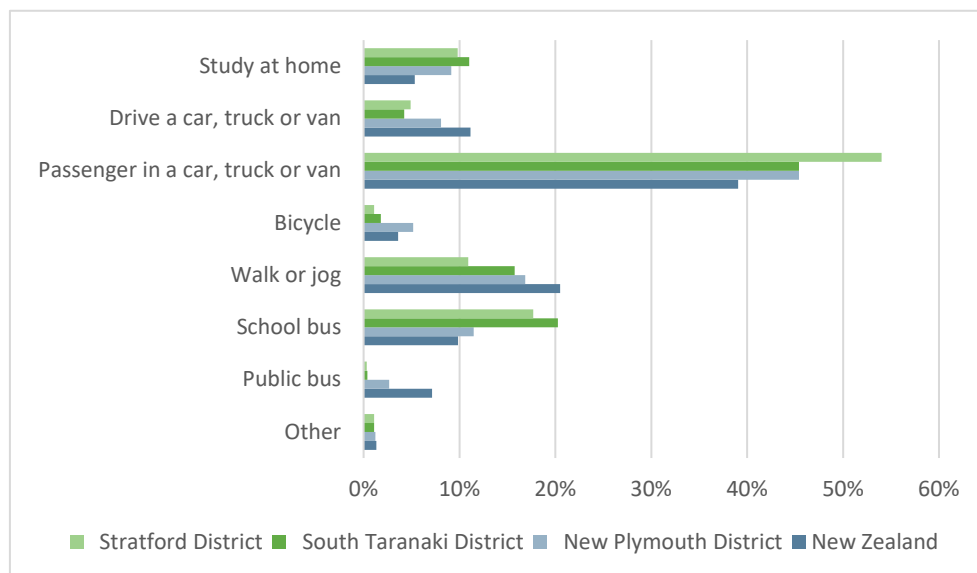
### 4.1. Census Data

Statistics New Zealand held a nationwide census in 2018. The census asked questions regarding how people utilised the transport network at that time. More than 1.4 million working people drove a private car, truck, or van to work. Over 120,000 students drove to their place of education.

The 2018 Census data is available for information on journeys to work and education. This is shown in **Figures 3 and 4** below. The graphs show a heavy reliance on private motor vehicle in all locations in the region.



**Figure 3: Journeys to Work: Stratford district vs neighboring districts and New Zealand**



**Figure 4: Journeys to Education: Stratford district vs neighbouring districts and New Zealand**

## 4.2. Crash Statistics

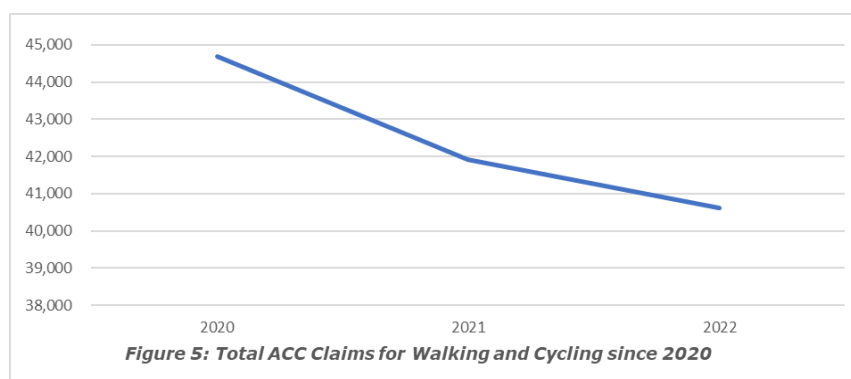
Crash statistics are derived from both ACC and Waka Kotahi.

ACC data is deemed more dependable for reporting on the safety of walking and cycling. The reason behind this is that not all accidents are reported to the police and subsequently entered into the Crash Analysis System (CAS) system. Consequently, any injuries related to walking and cycling that require medical treatment are more likely to be recorded in the ACC data. This makes it a more comprehensive and accurate source for understanding the safety aspects of these activities. ACC Claims by region is presented in **Table 1**.

In the first months of 2021, ACC has recorded 18,243 road crash claims in New Zealand. Approximately 15% of those claims were from vulnerable road users. This percentage has been steadily increasing over the last three years (**Figure 5**).

**Table 1: New ACC claims per region for walking and cycling since 2020**

Region	2020	2021	2022
Northland	1,349	1,282	1,337
Auckland	16,436	15,115	14,901
Waikato	4,268	3,998	3,870
Bay of Plenty	3,000	2,626	2,501
Gisborne	408	375	397
Hawkes Bay	1,481	1,483	1,353
Taranaki	871	842	822
Manawatu-Wanganui	1,439	1,453	1,331
Wellington	4,860	4,634	4,315
Tasman	340	341	319
Nelson	624	583	531
Marlborough	346	285	260
Canterbury	5,369	5,327	4,989
West Coast	215	232	210
Otago	2,886	2,688	2,652
Southland	605	603	548
Other	181	46	288
<b>TOTAL</b>	<b>44,678</b>	<b>41,913</b>	<b>40,624</b>



ACC data is considered to have a more accurate representation of injuries sustained by vulnerable road user. This is because, not all crashes are reported to Police, therefore Waka Kotahi information will not capture all incidents.

Data provided from ACC in **Table 2** shows consistent injury claims for pedestrians and cyclists in the Stratford District for the last four years:

**Table 2: Injury Claims for pedestrians and cyclists in the Stratford District**

Year	Cycle	Pedestrian	Total
2020	5	25	30
2021	4	30	34
2022	5	25	30
Year to 31 July 2023*	0	14	14
* This is the extent of data received from ACC to date			

### 4.3. Perceived Safety

While many barriers exist regarding the uptake of alternative modes, the most common barrier for walking and cycling is the perceived safety. Even the term ‘Vulnerable Road User’ plays a part in this barrier.

Perception is the way a person thinks about or understands something. What a person perceives is what they see as ‘real’. And it is this perception of reality that shapes their behaviours. However, are what people perceiving real? Is a neighbourhood unsafe because the media report make a big deal of an attack in it? What is the impact of a parent who doesn’t let their children walk to school because they perceive it as too dangerous? Is this useful in teaching the children road safety?

Perception is complex; it is individual and dependent on numerous factors; life experiences, beliefs, type of community (urban vs rural), age, socioeconomic status, type of job and employment status, race and economic structure of the community are some of the factors which influence perception of safety. Hence, within a community, there will be diverse perceptions of safety which need to be addressed. Community safety initiatives need to ensure that these are included, in addition to the interventions for reducing the factors which cause injuries, to develop and support injury-free communities.

The safety of our roads and streets is a critical part of ensuring the system delivers these purposes. A safe road system not only prevents needless deaths and serious injuries but can help improve lives and lifestyles too. Improving road safety makes our towns and cities more accessible, connected, and livable, ensuring people feel safe to walk or cycle. A safer road network would encourage parents to let their children walk to school, which promotes independence, and improve accessibility for older and disabled people.

It’s about making small, visible changes to our streets and the way people use them, quickly – and helping people embrace cycling, walking or public transport as a means of travel. There are many small-scale improvements we can make to our transport network that will have a strong impact on improving the experience for people who use the networks which, in turn will make alternative transport modes a more attractive option for people.



## 5. Stakeholder Engagement

### 5.1. Stakeholder Identification

The identification of key stakeholders occurred at the beginning of the development of this strategy. Key stakeholders identified are those that will:

- Benefit from using the facilities
- Be impacted using the facilities
- Assist to fund this strategy

Key stakeholder groups identified are provided in **Appendix 2**.

### 5.2. Prior Community Engagement

In November 2019, a community survey was initiated. This targeted users of the network by age group, being 5-13 years, 13-18 years and 65 plus, with a more general survey developed for other members of the community.

A family survey was also compiled, enabling comments from all demographics within a family. The survey was held electronically, with hard copies available and distributed as necessary.

### 5.3. Stakeholder and Community Feedback

Stakeholder and community feedback was collated in December 2019. Feedback associated with previous forms of engagement were also used to inform this strategy, including from the:

- 2019 and 2020 Customer Satisfaction Survey (Roading/footpath feedback)
- 2018 Footpath Survey Engagement Strategy and Feedback
- 2017 Stratford Cycling Strategy feedback

Aside from barriers outside SDC's control (namely 'Weather'), the local perception is that the level of walking and cycling activity in Stratford is low, based on:

- Street lighting – very poor/inadequate.
- Footpaths – Ranging from none available to narrow and uneven connections.
- Crossing opportunities – Lack of crossing points on SH3, deep guttering on many urban streets.
- State Highway traffic – Heavy vehicles through town, speed.
- School zones – Lack of limited speed zones outside schools.
- Cycle lanes – Lack of cycle lanes, no visible connections with the ones available.

Community feedback indicated a strong desire for recreation and tourism in the Stratford district. The feeling from the survey was that Stratford was missing out on tourism opportunities due to:

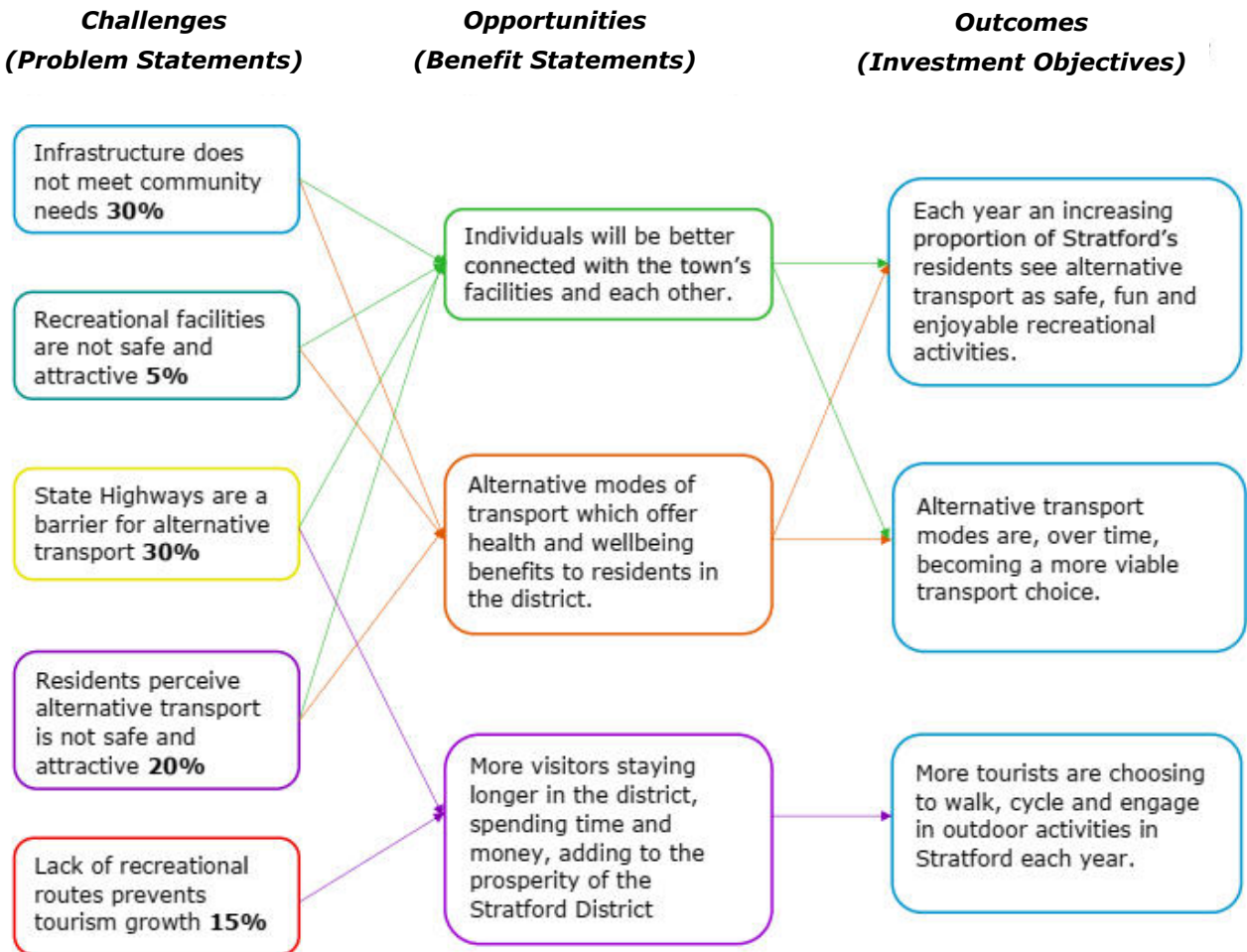
- Taranaki Maunga – lack of connection to and from 'The gateway to the Mountain'.
- Pioneer Village – lack of connection from Stratford, even though it is less than 1 km from Warwick Road.
- SH43 – The New Zealand Cycle Trail includes the Forgotten World Highway, even though it misses the section from Stratford to Whangamomona.

## 6. Investment Statements

The Investment Logic Map (ILM) in **Figure 6** provides a summary and shows the linkage between these 3 concepts of:

- Problem Statements;
- Benefit Statements; and
- Investment Objectives.

These 3 concepts are explained in further detail in **Sections 6.1 to 6.3**.



**Figure 6: Linkage between Challenges, Opportunities, and Investment Objectives**

## 6.1. Problem Statements

Problem statements are used by Waka Kotahi in the Business Case Approach (BCA) to quickly and clearly communicate the underlying challenges that could be addressed by investment. They are an important part of the case for investment and are identified at an early stage in the business case, then revisited in subsequent phases of development.

**Problem Statements** were identified as part of robust stakeholder engagement in 2019.

Five Problem Statements were developed and consulted on. These problem statements have been weighted to reflect the significance of each issue to our community, with weightings ranging from 5% to 30%:

### 6.1.1. Problem Statement 1 – 30%

**Infrastructure does not meet community needs.**

The existing Infrastructure does not meet the current and future needs of the community.

### 6.1.2. Problem Statement 2 (5%)

**Recreational facilities are not safe and attractive.**

The lack of recreational walking opportunities in Stratford district is a barrier to locals walking in safe and attractive surroundings.

### 6.1.3. Problem Statement 3 (30%)

**State Highways are a barrier for alternative transport.**

Walking on and across State Highway 3 is risky and not easy, meaning few people make an effort to walk to the other side of town.

### 6.1.4. Problem Statement 4 (20%)

**Residents perceive alternative transport is not safe.**

The perception by Stratford district residents that the district is not developed/designed for safe and attractive walking and cycling.

### 6.1.5. Problem Statement 5 (15%)

**Lack of recreational routes prevents tourist growth.**

The lack of recreational routes for visitors prevents Stratford district from being a destination or stop-off point for visitors.

## 6.2. Benefit Statements

The consequence of the problem can be used to point to the outcomes or benefits that could reasonably be expected if the problem is addressed. Benefits were also developed during stakeholder consultation.

Three Benefits Statements were identified as outcomes sought to achieve the vision of the strategy.

### 6.2.1. Benefit Statement 1

**Individuals will be better connected with the town's facilities and each other.**

All users of the transport network will have better access to the town's facilities and friends and family.

### 6.2.2. Benefit Statement 2

**Alternative modes of transport which offer health and well-being to residents in the district.**

Alternative modes of transport not only improve lifestyle wellbeing, but also help to reduce emissions.

### 6.2.3. Benefit Statement 3

**More visitors staying longer in the district, spending time & money, adding to the prosperity of the district.**

By providing for growth in tourism, we create opportunities for economic development and jobs in our community.

### 6.3. Investment Objectives

Investment objectives support the delivery of our benefit statements by describing what the investment is intended to achieve. Setting investment objectives is a key action in the strategic case and informs the later assessment of potential alternatives and options in the economic case.

**Investment Objectives** were developed during stakeholder consultation once the problem and benefit statements were identified.

Progress against these indicators will be reported annually to the Council.

#### 6.3.1. Investment Objective 1

**Each year an increasing proportion of Stratford's residents see alternative transport as safe, fun, and enjoyable recreational activities.**

As this objective has not been measured before there presently is no benchmark for it. Indicators of progress and achievement may be assessed through annual Community Surveys (assessing attitudes towards alternative transport in Council's annual residents and ratepayers' surveys) and Counters (installation of cycle and pedestrian counters on key routes).

#### 6.3.2. Investment Objective 2

**Alternative transport modes are, over time, becoming a more viable transport choice.**

performance indicators against this measure would be provided by census data, Bike in Schools, and data from schools on the number of children using alternative transport modes to travel to school.

#### 6.3.3. Investment Objective 3

**More tourists are choosing to walk, cycle, and engage in outdoor activities in Stratford each year.**

Data to measure performance would be collected through counters (installation of cycle and pedestrian counters on key routes) and visitor surveys (accommodation providers to record number of visitors, duration and purpose of stay).

## 7. Actions

To achieve the investment objectives identified, Council will adopt the following actions to ensure that the objectives if this Strategy are integrated into Council decision making. The actions are grouped under the 3 key investment objectives.

### 7.1. Actions for Investment Objective 1:

- **Action 1.1** – Encourage people to use alternative transport for daily trips, tourism, recreation, health, and the environment.
- **Action 1.2** – Actively promote alternative transport as a desirable and mainstream mode of transport.
- **Action 1.3** – Lead the community by example through the Council actively supporting alternative transport in its day-to-day operation.
- **Action 1.4** – Encourage and support community projects and events that increase alternative transport in daily activities.
- **Action 1.5** – Support safety, education and training programmes for walkers, cyclists, and motorists.
- **Action 1.6** – Ensure that the District Plan and other relevant documents are consistent with this strategy.
- **Action 1.7** – Ensure that our policies and plans are compatible with strategies of neighbouring districts.

### 7.2. Actions for Investment Objective 2

- **Action 2.1** – Ensure new roads and footpaths, where practical, are compatible with the needs of all vulnerable road users of all ages and abilities.
- **Action 2.2** – Make existing roads and footpaths, where practical, compatible with the needs of all vulnerable road users of all ages and abilities.
- **Action 2.3** – Ensure that Council's safety management system for roads, such as traffic calming and local area traffic management plans, include the safety of vulnerable road users.
- **Action 2.4** – Ensure that new subdivisions provide convenient and attractive linkages for vulnerable road users through and between subdivisions.
- **Action 2.5** – Provide vulnerable road users with good links within Stratford's towns.
- **Action 2.6** – Monitor evolving best practice and adopt best practice guidelines and standards for design, construction, and maintenance of transport facilities.
- **Action 2.7** – Ensure that all relevant strategies, policies, plans and practices include and support walking and cycling and publish, promote, implement, monitor and maintain this strategy.

### 7.3. Actions for Investment Objective 3:

- **Action 3.1** – Promote and encourage tourism opportunities that include walking and cycling.
- **Action 3.2** – Develop facilities and links for walking and cycling, both on and off road that help integrate the walking and cycling networks.
- **Action 3.3** – Expand and enhance and promote existing walking and cycling networks and facilities, and new facilities as they are developed.
- **Action 3.4** – Provide direction signs and information for walking and cycling route options within the towns and for the wider cycle trail network.

## 8. Opportunities

7 key opportunity areas have been identified to assist with the actions identified, see **Appendix 3** for a detailed description.

Some of the key opportunities are provided under the 7 areas below.

### 8.1. Accessibility

- Adopting 'RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians.
- Considering mobility parking locations, connection to footpath, and usage.

### 8.2. Walking

- Adopting Waka Kotahi's 'Pedestrian Planning Design Guide' recommended widths.
- Provide more safe crossing opportunities of SH.3 and SH.43.
- Installing missing footpath to improve connections.

### 8.3. Cycling

- Bi-directional on road separated cycle lanes, and Off-street shared and separated cycle ways in both urban and rural areas.
- Provide bike parking and storage at key community locations, including the library.
- Promote Bikes in Schools with all primary schools in the district.

### 8.4. Tourism

- Providing new, safe, and interesting places to explore, including the Stratford Discovery Trail; Kingheim Walkways in Whangamomona.
- Working with Waka Kotahi, Venture Taranaki, and the Taranaki Trails Trust to provide a complete transport network between Mount Ruapehu and Taranaki Maunga.
- Providing a complete transport network to explore the Shakespeare heritage.

### 8.5. Public Transport/Bus Transport

- Continuing to liaise with the Taranaki Regional Council and the services they can offer for Stratford residents.
- Installing the correct infrastructure (bus shelters/seating, high kerbs, bus information etc.) at bus stop locations as necessary.

### 8.6. Traffic Calming

- Adopting 30 km/h speed school zones in the urban areas (60 km/h in rural areas).
- Adopting a 30 km/h speed zone on Broadway (between the two roundabouts).

### 8.7. Freight Connections

- Exploring Heavy Vehicle bypass options for the CBD.
- Signalised intersections to manage vehicle flow.

## 9. Funding

### 9.1. Internal Funding

By developing this strategy, SDC will work towards identifying and implementing long-term projects aimed at promoting sustainable transportation and improving the overall livability of the district. This strategy recognises the significant benefits of alternative modes of transportation, including reducing traffic congestion, improving public health, and mitigating the environmental impact of car-dependent societies.

By adopting this strategy, SDC can undertake a thorough assessment of the current infrastructure, identifying gaps and areas of improvement for vulnerable road users. This evaluation involves analyzing existing footpaths, and cycleways, as well as considering factors such as connectivity, safety, and accessibility. Through this process, SDC will pinpoint specific locations that require infrastructure upgrades or new projects, such as the construction of pedestrian-friendly walkways, cycle lanes, or bike-sharing programs.

Furthermore, this strategy facilitates the collection and analysis of valuable data regarding transportation patterns, usage statistics, and user preferences. By leveraging this data, planners can gain insights into the demand for walking and cycling infrastructure, identifying areas with the highest potential for improvement and long-term investment. This information can guide the prioritisation of projects, enabling SDC to allocate resources in the Long-Term Plan effectively and implement changes that will have a meaningful and lasting impact on their transportation systems.

Ultimately, this strategy serves as a roadmap for long-term planning, fostering sustainable mobility solutions and creating vibrant, people-centric urban environments.

### 9.2. External Funding

Funding for investment projects identified by the strategy will be funded through one or a combination of the following sources:

- Loans
- National Land Transport Plan

Grants by other Partners including:

- Transport Choices - 2022
- Better off Funding - 2021
- MBIE economic stimulus package (shovel ready) - 2020
- Other Central Government funding streams.

SDC is proactive in seeking alternate funding sources when government funding is not applicable. Where appropriate, the Council submits funding requests to:

- Toi Foundation
- Taranaki Electricity Trust
- Other philanthropic funders.



## 10. Implementation Plan

Short-, medium- and long-term plans for the implementation of 'Connecting our Communities' developed include:

- A 3-year detailed Action Plan to feed into the Rooding Asset Management Plan (RAMP) and the LTP for 2021-2031. The details of the 3-year Action Plan will set in place a mechanism for regular review of the actions - **Appendix 4**.
- A 10-year Implementation Plan for the LTP for 2021-2031, including projects proposed from Year 4 to Year 10 - **Appendix 5**; and
- A 30-year Implementation Plan to inform the Council's 30-year Infrastructure Strategy (2021-2051) as required by the Local Government Act 2002 - **Appendix 6**.

### 10.1. 3 -Year Implementation Plan

The 3-year detailed Action Plan is provided in Table 4 below and shown in Appendix 3. This has been developed as part of the Transport Choices Programme. This programme, valued at \$7.8M, is expected to be complete within a 3-year period.

**Table 3: The 3 - Year Implementation Plan**

Project(s)	Description
<b>Stratford Primary School Safety Improvement</b>	<ul style="list-style-type: none"> <li>• Speed reduction to 30 km/hr.</li> <li>• Shared 2.5 m wide footpath with traffic calming measures.</li> </ul>
<b>Avon School / Hamlet Street Walking and Cycling Provisions</b>	<ul style="list-style-type: none"> <li>• Speed reduction to 30 km/hr.</li> <li>• Shared 2.5 m wide footpath with traffic calming measures.</li> </ul>
<b>St Joseph's Primary School – Walking and Cycling provisions</b>	<ul style="list-style-type: none"> <li>• Speed reduction to 30 km/hr.</li> <li>• Shared 2.5 m wide footpath with traffic calming measures.</li> </ul>
<b>Portia Street Cycleway and 2 raised platforms</b>	<ul style="list-style-type: none"> <li>• Bi-directional separated cycleway.</li> <li>• Raised pedestrian crossing platform connecting the War Memorial Centre and TET Multisport Centre.</li> <li>• Raised platform pedestrian crossing facility connecting Wai-O-Rua and proposed car park facility.</li> </ul>
<b>0.25 km Connection between Aquatic Centre and SH3</b>	<ul style="list-style-type: none"> <li>• Bi-directional separated cycleway on Regan Street.</li> </ul>
<b>1x Crossing point on Pembroke Road</b>	<ul style="list-style-type: none"> <li>• Raised pedestrian crossing platform at the entrance to Taranaki Diocesan.</li> </ul>
<b>Centennial bridge crossing</b>	<ul style="list-style-type: none"> <li>• Upgrade Centennial bridge crossing over the Pater River</li> </ul>
<b>2.5 km Phase 1 Stage 1 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools in Stratford.</li> </ul>
<b>Regan St Connection from SH3 to Bike Park (on SH43)</b>	<ul style="list-style-type: none"> <li>• Continuation of bi-directional cycle lane on SH43, from SH3 to the Bike Park (Waka Kotahi).</li> </ul>
<b>Modelling of traffic impacts arising from different crossing options on through traffic on Broadway (SH3).</b>	<ul style="list-style-type: none"> <li>• This will support the location identification of the two crossing points within the CBD.</li> </ul>
<b>Two Crossing points within the CBD</b>	<ul style="list-style-type: none"> <li>• Installation of two raised pedestrian crossing platforms on Broadway (Waka Kotahi).</li> </ul>
<b>2.6 km Phase 2 Stage 1 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools and Stratford High School.</li> </ul>

## 10.2. 10 -Year Implementation Plan

The 10-year detailed Action Plan is indicated in Table 4 and shows the projects suggested for implementation from Year 4 to Year 10.

**Table 4: The Indicative Implementation Plan – Year 4 - 10**

Project(s)	Description
<b>Brecon/Celia intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on Celia Street.</li> </ul>
<b>Brecon/Regan intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on Regan Street.</li> <li>• Mini roundabout.</li> </ul>
<b>Brecon/Pembroke/Midsummer intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on Pembroke Road.</li> </ul>
<b>Pembroke/SH3 intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on SH3 (Waka Kotahi).</li> </ul>
<b>0.6 km Phase 1 Stage 2 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools in Stratford.</li> </ul>
<b>1.9 km Phase 1 Stage 2 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools and Stratford High School.</li> </ul>
<b>4.5 km Phase 1 Stage 3 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools and Stratford High School.</li> </ul>
<b>7 km Phase 1 Stage 4 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools and Stratford High School.</li> </ul>
<b>Pembroke/Cordelia intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on Pembroke Road.</li> </ul>
<b>Pembroke/Swansea intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on Pembroke Road.</li> </ul>
<b>Swansea/SH43 intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on SH43 (Waka Kotahi).</li> </ul>
<b>Cordelia/SH43 intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on SH43 to connect to the Bike Park (Waka Kotahi).</li> </ul>
<b>Swansea/Celia intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on Swansea Road.</li> </ul>
<b>SH3/Warwick intersection</b>	<ul style="list-style-type: none"> <li>• Raised shared pedestrian and cycling platform on SH3 and railway (Waka Kotahi and Kiwi Rail).</li> </ul>
<b>3 km Phase 2 Stage 2 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools and Stratford High School.</li> </ul>
<b>7 km Phase 2 Stage 3 Connections between the Schools</b>	<ul style="list-style-type: none"> <li>• Combination of 2.5 m shared paths and bi-directional separated cycle lanes to connect the three primary schools and Stratford High School.</li> </ul>

## 10.3. 30 -Year Implementation Plan

The 30-year detailed Action Plan is essentially all other improvement works not included in the 10-year programme. Included in this 30-year Plan is the upgrade of footpaths in the district to the required standards and service levels, though not specifically included in the projects listed in **Tables 3 and 4** above. Footpath upgrade is an ongoing project under the Councils maintenance programme.

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# Appendices

## Appendix 1: Legislative and Strategic Context

### Summary of key relevant Legislation

The New Zealand Transport System is controlled by several Acts.

- Land Transport Act 1998
- Land Transport Management Amendment Act 2008
- Land Transport Road User Rule 2004
- Land Transport (Speed Limits Validation and Other Matters) Act 2015
- Walking Access Act 2008

### Summary of National, Regional and District Strategies, Policies, Plans and Programmes

The Transport Outcomes Framework clarifies for everyone involved what we are aiming to achieve, why this is important and how we will work together to achieve our goals. It helps the transport sector work together, provides a framework for assessing the effectiveness of policy, and ensures all forms of transport are considered when planning, investment and regulatory decisions are made.

#### National Strategies

##### **A The Government Policy Statement on Land Transport (2021/22 – 2030/31)**

###### TARGET GROUP – ROAD SAFETY, COMMUTER

The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over the next 10 years and directly guides the investment that the NZ Transport Agency makes in the land transport system. The GPS has a purpose to:

*“Improve people’s wellbeing, and the liveability of places.”*

There is an increased focus on urban areas to ensure that transport and land use planning reduces the need to travel by private motor vehicle, including supporting a mode shift for trips in urban areas from private vehicles to more efficient, low-cost modes like walking, cycling and public transport.

**With ‘Connecting our Communities’, SDC will further enhance access to present and future funding opportunities with Waka Kotahi and Ministry of Business Innovation & Employment (MBIE).**

##### **B Emissions Reduction Plan**

Transport is one of our largest sources of greenhouse gas emissions and is responsible for 17 per cent of Aotearoa New Zealand's gross emissions.

Decarbonising the transport system will deliver better transport for everyone in Aotearoa New Zealand and contribute to more vibrant, resilient and prosperous places to live, work and visit. It will reduce our reliance on volatile global energy markets.

By 2035, more people will be able to walk, cycle and use public and shared transport options. This will reduce congestion, air pollution and noise, create better places to live in, and support public health and wellbeing.

As a result, we will have a more sustainable, inclusive, safe and accessible transport system that better supports economic activity and community life.

**‘Connecting our Communities Strategy’ will guide Council decisions to realise vehicle kilometre travelled (VKT) reductions.**

### **C New Zealand-Aotearoa Government Tourism Strategy**

Tourism creates inclusive growth by distributing economic opportunities and bringing social benefits across our regions, cities, and communities.

We want to make sure the many benefits of tourism are realised, while managing the impacts. This requires a tourism system that is able to create a clear direction, adapt to external changes, and bring communities along with it.

**‘Connecting our Communities’ will help to grow the tourism market for the Stratford District and provide opportunities for economic benefits.**

### **D Road to Zero: New Zealand’s Road Safety Strategy 2020 to 2030**

TARGET GROUP – ROAD SAFETY, COMMUTER, RECREATIONAL

This strategy is centred on a vision where no one is killed or seriously injured in road crashes. The strategy is supported by an action plan for 2020-2022.

A key action is to enhance the safety and accessibility of footpaths, bike lanes and cycle ways:

*“The Government has a focus on increasing the uptake of active modes of travel, to deliver benefits in road safety, health, and the environment.”*

### **E Accessible Streets Regulatory Package**

TARGET GROUP – ROAD SAFETY, COMMUTER, RECREATIONAL

Accessible Streets is one of 15 actions proposed under the new Road to Zero strategy. It is a collection of Land Transport Rule changes designed to improve safety for footpath users, encourage active modes of transport, and support the creation of more liveable and vibrant towns and cities.

Accessible Streets aims to support a shift from private vehicles to more energy efficient, low-cost, and healthier modes of transport like walking, cycling and public transport. Everyone who uses the transport network will be affected by these changes.

**With ‘Connecting our Communities’, Stratford District Council will fulfil their obligations as a Road Controlling Authority under the Land Transport Rule.**

### **F Walking Access Strategy: 2017 to 2022**

TARGET GROUP - RECREATIONAL

This strategy ensures public access to New Zealand’s rivers and beaches and negotiate free, certain and enduring access across New Zealand for the benefit of all.

Through the creation of free, certain, and enduring access, the Commission is ultimately ensuring that New Zealanders maintain and enhance their connection with our natural heritage, promoting healthier lifestyles to enable better-connected communities to thrive, and enabling wonderful experiences that turn international visitors into advocates for New Zealand.

**With ‘Connecting our Communities’, Stratford District Council can work with various tourism agencies and organisations to provide a network of trails and linkages that will increase tourism in the district.**

## **Regional Strategies**

### **A Taranaki Regional Land Transport Plan 2021/22 to 2026/27 (currently under review)**

#### TARGET GROUP – ROAD SAFETY

Taranaki is generally well connected and serviced from a roading infrastructural perspective relative to its size and population.

However, there are transport infrastructure issues that require ongoing attention if Taranaki is to meet its current and anticipated growth and development needs, and to continue to contribute to national growth and productivity. One issue in the RLTP is to ensure a regionally and nationally integrated transport network.

Integration promotes cooperation, agreement on goals to be worked towards, mutually supportive actions and activities, improved effectiveness and efficiency and better value for money.

**With the help of ‘Connecting our Communities’, Stratford District Council will achieve increased emphasis on integrating safe transport modes.**

### **B Taranaki Disability Strategy**

#### TARGET GROUP – ROAD SAFETY, COMMUTER, RECREATIONAL

The Taranaki Disability Strategy is a partnership of 12 organisations ranging from government agencies, local and regional authorities, and local organisations within the Taranaki region. This strategy and action plan provides a framework for greater collaboration in working together towards a non-disabling society.

The vision for the strategy is:

*“Taranaki is a non-disabling society, a place where every person with impairments leads a life free of disability.”*

**‘Connecting our Communities’ provides a tool for Stratford District Council to align itself to the Taranaki Disability Strategy and provide a more inclusive transport network.**

### **C Regional Walkways and Cycleways Strategy for Taranaki – 2007 -under review**

#### TARGET GROUP – ROAD SAFETY, COMMUTER, RECREATIONAL

This strategy is important for establishing the Region’s approach to walking and cycling. The Strategy’s vision for walking and cycling is:

*‘To provide greater transport choice and opportunities for people to discover and enjoy Taranaki’s unique environment through walking and cycling’.*

**‘Connecting our Communities’ includes all modes of transport. Walking and cycling is just two components of an overall emphasis on a safe transport network.**

## **D Roadsaf e Taranaki Programme 2018 to 2022**

### TARGET GROUP – ROAD SAFETY

Roadsafe Taranaki delivers a community road safety programme in Taranaki to deliver the Roadsaf e Taranaki Strategic Plan with assistance from the Road Safety Planning Group.

The Community Road Safety Programme has a specific focus on behaviour change and safe courteous driving in Taranaki.

**‘Connecting our Communities’ will continue to demonstrate Stratford District Council’s commitment to the Roadsaf e Taranaki shared service by promoting a change in behaviour around road safety.**

## **E Taranaki Strategy Trails**

### TARGET GROUP – RECREATIONAL

The Taranaki Tracks and Trails 2040 Strategy sets out to create a movement of people around the mountain.

The overarching tracks and trail vision is:

*“To invite everyone – local and visitor alike - to join in Taranaki’s journey by making their own journeys around the mountain, along routes that are woven from mountain to sea.”*

**‘Connecting our Communities’ will work with the Taranaki Trails Trust to encourage a complete network of trails for the promotion of tourism trails.**

## **F Tapuae Roa: Make Way For Taranaki**

### TARGET GROUP – RECREATIONAL

Tapuae Roa is a key regional document, having been funded by the region’s three district councils and the regional council, together with the Ministry of Business Innovation and Employment and Te Punui Kōkiri.

Tapuae Roa provides directions for growth guided by the vision:

*“Attractive lifestyles; talented people; high-value economy.”*

The Strategy seeks emphasis of effort on accelerating growth for the Visitor Sector.

**‘Connecting our Communities’ will demonstrate Stratford District Council’s commitment to this strategy by encouraging tourism to the District.**

## **District Strategies**

### **A The Stratford District Long Term Plan (2021 – 2031)**

#### TARGET GROUP – ROAD SAFETY. COMMUTER, RECREATIONAL

SDC is the Road Controlling Authority under the Local Government Act 1974 and 2002 with responsibility for all local roads in the area. It is a fundamental requirement under the Act to provide an integrated, safe, responsive, and sustainable local land transport network.

**‘Connecting our Communities’ will help Council achieve the outcomes set out in the Long Term Plan by providing a sustainable environment, connected communities, and enabling economy opportunities.**



## **B Rooding Activity Management Plan 2021 to 2031**

### TARGET GROUP – ROAD SAFETY

The Rooding Activity Management Plan describes the financial, engineering and technical strategies and practices that SDC uses to meet its strategic obligations to provide a level of service for road users in a way that is cost effective for households and businesses.

This plan informs the Council's Long Term Plan along with providing justification for Council's programme which forms part of the National Land Transport Programme (NLTP). It details Council owned assets and communicates asset management information/strategies with stakeholders, elected members, service managers, and other interested parties.

**'Connecting our Communities' will help Council to achieve the benefit statements of this plan by providing a safer transport network for all users.**

## **C Parks, Reserves, and Cemeteries Asset Management Plan 2021 to 2031**

### TARGET GROUP – RECREATIONAL

The Parks, Reserves and Cemeteries Activity Management Plan 2021-2031 is a 10 Year Strategic Plan for the Stratford District Council which details how the Council will manage the Parks, Reserves, Cemeteries activities, assets, and services in an efficient, safe, reliable, and sustainable manner to provide value for money for customers and investors.

**'Connecting our Communities' will help Council to provide safe and accessible parks and reserves to satisfy community social and recreational needs.**

## Appendix 2: Key Stakeholders

- All schools from early childhood to tertiary education
- Families with children under 13 years – through the Pre and Primary Schools
- Young people aged 13 to 18 years – through Primary and High Schools and other youth organisations
- Older population – supported by Age concern, retirement villages, rest homes and their own families
- Vulnerable groups (physically and visually impaired) – supported by Taranaki Disabilities Information Centre Trust, CCS Disability Action, Blind Low Vision New Zealand etc.
- Iwi – including Ngā Rauru, Ngāruahine, Ngāti Maru, Ngāti Mutunga, Ngāti Ruanui, Ngāti Tama, and Te Atiawa
- Waka Kotahi NZ Transport Agency
- Taranaki District Health Board
- Taranaki Regional Council
- New Plymouth and South Taranaki District Council
- Venture Taranaki – along with the Taranaki Trails Trust and the New Zealand Cycle Trail.
- Stratford Business Association

## Appendix 3: Opportunities for Network Improvement

### 1. Accessibility

Vulnerable transport users rely on a good footpath and cycling network. Many people in this category are unable to drive a vehicle due to age or health. A coordinated pedestrian network is essential in any urban location.

Safety is a concern for all pedestrians. Children, older adults, disabled people, Māori, and Pasifika are more likely to be injured when pedestrians. Disabled people frequently find travel as pedestrians difficult, stressful, and tiring. The result of barriers to access or safety concerns means pedestrians take fewer trips, or longer less convenient trips, with both immediate and long-term effects on their mental and physical health.

**Opportunities to improve the network include:**

- **Adopting 'RTS 14 – Guidelines for facilities for blind and vision impaired pedestrians.**
- **Adopting Waka Kotahi's 'Pedestrian Planning Design Guide' with amendments to improve accessibility.**
- **Considering mobility parking locations, connection to footpath, and usage.**
- **Regular auditing of footpaths and footpath connections to ensure continued free access to the transport network.**
- **Updating technical specifications to best practise for future development in the district.**
- **Ensure all consenting applications (subdivisions etc.) have considered accessibility in the design.**

### 2. Walking

A footpath network of 62 kilometers is available in the Stratford district. The majority is in Stratford, with Midhirst accounting for the remainder. In addition to the urban footpath network, Stratford Township has approximately 18 km of walkways that are well used and popular with the public, including the Carrington Walkway, Three Bridges Trail, and the Cardiff Centennial Walkway.

Concerns raised from community surveys have centered on the extent and quality of the current footpaths and crossing the state highways. As with cycling, connections are important, along with the lack of width and roughness of the path. This aligns with accessibility concerns.

**Opportunities to improve the footpath network include:**

- **Adopting Pedestrian Planning and Design Guide recommended widths.**
- **Installing missing footpath to improve connections.**
- **Installing kerb infrastructure that is negotiable by all users.**
- **Provide more safe crossing opportunities of SH.3 and SH.43**
- **Updating technical specifications to best practise for future development in the district.**

### 3. Cycling

Under the Government's emission reduction plan, Transport Choices aims to support active transport modes and reduce New Zealand's carbon emissions from the transport network.

By making small visible changes to our streets, SDC can contribute by creating a cycle network and enhancing our walking and public transport options.

At present, there are few dedicated cycling facilities within the district. A short length of cycle lane is in place on Regan St (SH43) to the east of Broadway, and a short length of separated cycle way has been provided on Fenton Street, between Swansea Road and Cordelia Street.

Of major concern is the lack of visible connections between the cycling infrastructure.

SDC is currently involved in supporting opportunities for the development of the Forgotten World Highway 'epic ride'.

SDC can also promote safer cycling to schools through the Bikes for Schools programme.

**Opportunities to improve the network include:**

- **Signage**
- **Bi-directional on road separated cycle lanes**
- **Off-street shared and separated cycle ways in both urban and rural areas.**
- **Provide bike parking and storage at key community locations, including the library and bus stops.**
- **Promote Bikes in Schools with all primary schools in the district.**

#### **4. Tourism**

There is an opportunity to implement infrastructure measures that will enhance the visitors' experience. The transport network infrastructure aims to provide safe and viable options to cater for travel and recreational activity.

The physical network required to deliver on the outcomes of this strategy will be developed as part of the Implementation Plan, taking into consideration the result of public consultation on the draft strategy. This plan will be subject to regular stakeholder engagement to continually inform the infrastructure investment.

**Opportunities to improve the network include:**

- **Providing new, safe, and interesting places to explore, including the Stratford Discovery Trail; Kingheim Walkways in Whangamomona**
- **Working with Waka Kotahi, Venture Taranaki and the Taranaki Trails Trust to provide a complete transport network between Mount Ruapehu and Taranaki Maunga**
- **Providing a link between Stratford and Taranaki Maunga**
- **Working with NPDC and STDC to link between New Plymouth and Hawera.**
- **Providing a complete transport network to explore the Shakespeare heritage.**

#### **5. Public Transport/Bus Transport**

Public transport, managed by the TRC, consists of the Connector Bus, between Hawera and New Plymouth, and a newly appointed Taxi and Total Mobility Scheme provider.

The Ministry of Education provides school buses for Stratford High School and connections to Inglewood and New Plymouth secondary education.

Many vulnerable road users rely on public transport when it is too far to walk or ride. Having a network that is accessible enhances the service and allows residents to participate in society.

SDC plays a role in providing accessible public transport by installing and maintaining suitable infrastructure to minimise access concerns. Infrastructure can include:

- Bike parking

- Wider footpaths on main walking routes
- Raised kerbs at bus stops
- Shelter and/or seating
- Bus information

**Opportunities to improve the network include:**

- **Continuing to liaise with the Taranaki Regional Council and the services they can offer for Stratford residents.**
- **Installing the correct infrastructure (bus shelters/seating, high kerbs, bus information etc.) at bus stop locations as necessary.**
- **Promoting public transport through media, website etc. as necessary.**

## **6. Traffic Calming**

Traffic calming uses physical design and other measures to improve safety for motorists, pedestrians, and cyclists. It has become a tool to combat speeding and other unsafe behaviours of drivers in the neighbourhoods. It aims to encourage safer, more responsible driving and potentially reduce traffic flow.

Traffic calming also leads to a Speed Management Plan that will deliver safe and appropriate speed limits in line with New Zealand's Road Safety Strategy. With better speed management, the community will experience a variety of well-being benefits, such as improved accessibility, physical activity, and environmental outcomes.

Livable Streets is a concept that fits well with traffic calming and is a concept that SDC will explore. Providing no clear division in certain zones between pedestrian space and vehicle space, vehicles tend to travel at lower speeds. It is a new concept to New Zealand with mixed results, so SDC will base traffic calming around which mode of transport should be prioritized above the others. Each location will be different, but will provide an overall network that is usable for everybody.

SDC aims to create easy, safe, and connected journeys on our transport network. This requires us to manage the effects that subdivisions and land use development have on the safety and efficiency of our transport infrastructure.

SDC will provide traffic calming measures outside places of interest, based on community feedback and sound engineering processes.

Starting off with traffic calming outside our schools, future development of Broadway (in conjunction with Waka Kotahi) and surrounding streets will enhance the community experience.

Development in Midhirst, Toko, and Whangamomona (in conjunction with Waka Kotahi) will encourage economic development in these locations.

**Opportunities to improve the network include:**

- **Adopting 30 km/h speed school zones in the urban areas (60 km/h in rural areas)**
- **Adopting a 30 km/h speed zone on Broadway (between the two roundabouts)**
- **Adopting a cycle first approach around the Bike Park at the intersection of Regan Street and Cordelia Street**
- **Adopting a pedestrian first approach between the main CBD (Broadway – Fenton Street to Regan Street) and Stratford Primary School. This will also incorporate links with the new Aquatic Centre, War Memorial Hall, and TET Multi Sports Centre.**
- **Adopting a pedestrian and cycling first approach outside all schools in the district.**
- **Provide safe crossing opportunities of SH.3 and SH.43 (signalised or other)**

## **7. Freight Connections**

One of the most common concerns raised about the CBD of Stratford is the number of Heavy Vehicles travelling through town. This can be solved by providing alternative routes (bypasses) for the freight companies to use.

Bypasses are a mixed blessing as they can reduce the noise, vibration and pollution of heavy vehicles but can also reduce business for retailers, petrol stations and cafes. For road haulers, bypasses will typically lengthen the trip distance so to offer time savings, the bypass needs to be faster than the existing route.

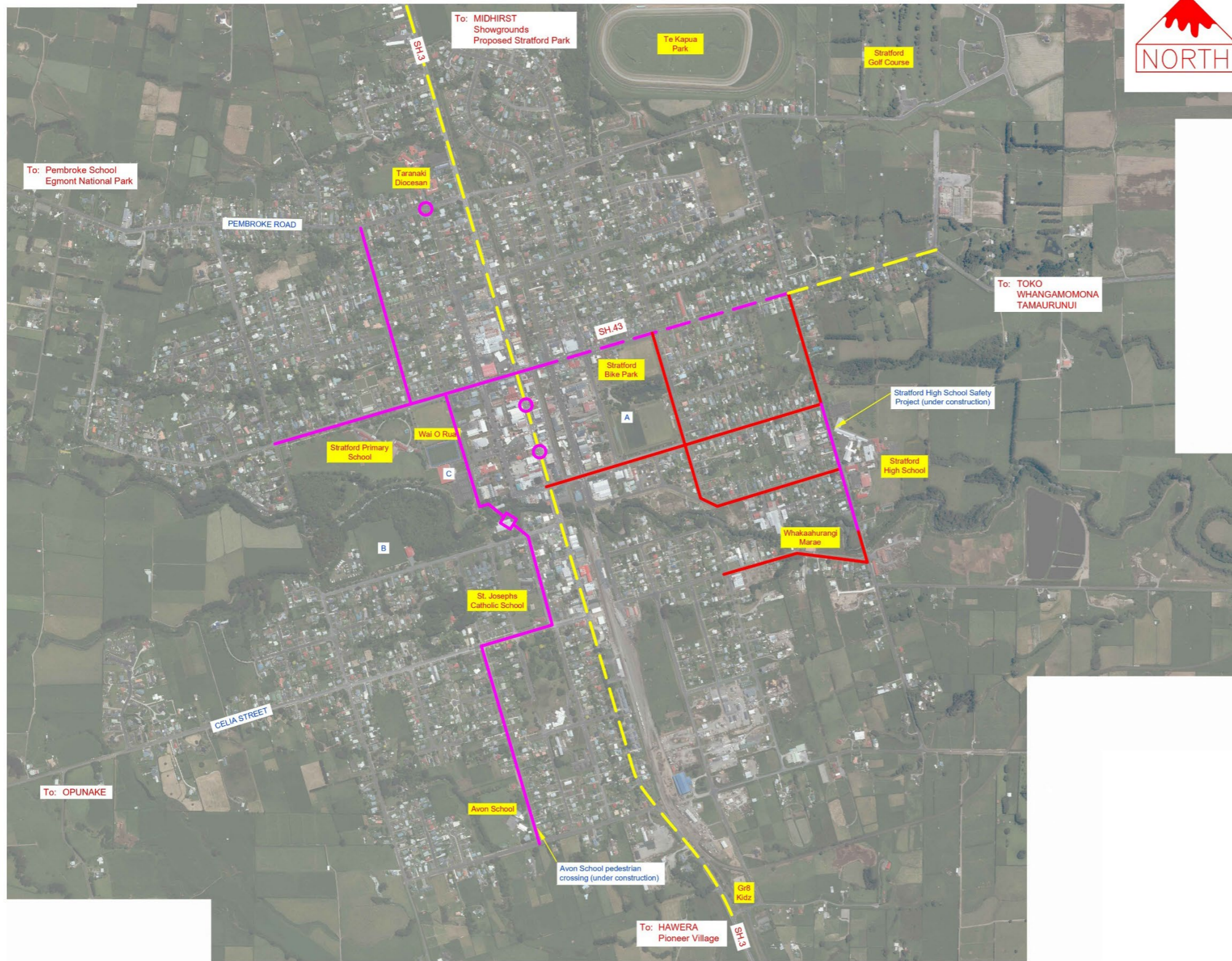
SDC is also aware of diverting heavy Vehicles onto residential streets. This needs to be avoided as much as possible as this can have a detrimental effect to the local community.

This strategy will help SDC to explore how freight is moved around on our transport network and works for all concerned stakeholders.

### **Opportunities to improve the network include:**

- **Exploring Heavy Vehicle bypass options for the CBD while ensuring there is no detrimental effects on the local community**
- **Signalised intersections to manage vehicle flow**

## Appendix 4: Proposed 3 Year Implementation Plan



**NOTES**

**KEY:**

- Phase 1 Project (TC)
- Phase 2 Project (TC)
- State Highway

**A** Victoria Park  
Bike Park  
Pump Track  
Playground  
Rugby  
Cricket  
Croquet

**B** King Edward Park  
Walking and cycling trails  
Rugby

**C** Sports Hub  
Aquatic Centre (Wai O Rua)  
Hockey  
Netball  
Tennis  
Basketball  
Squash  
Bowls

0	For Issue	VA	2/22
REV	REVISION DETAILS	APPD	DATE



TE KAUNIHERA Ā ROHE O  
**WHAKAAHURANGI**  
**STRATFORD**  
DISTRICT COUNCIL

**DRAWING TITLE**

**CONNECTING  
OUR  
COMMUNITIES**

**SHEET TITLE**

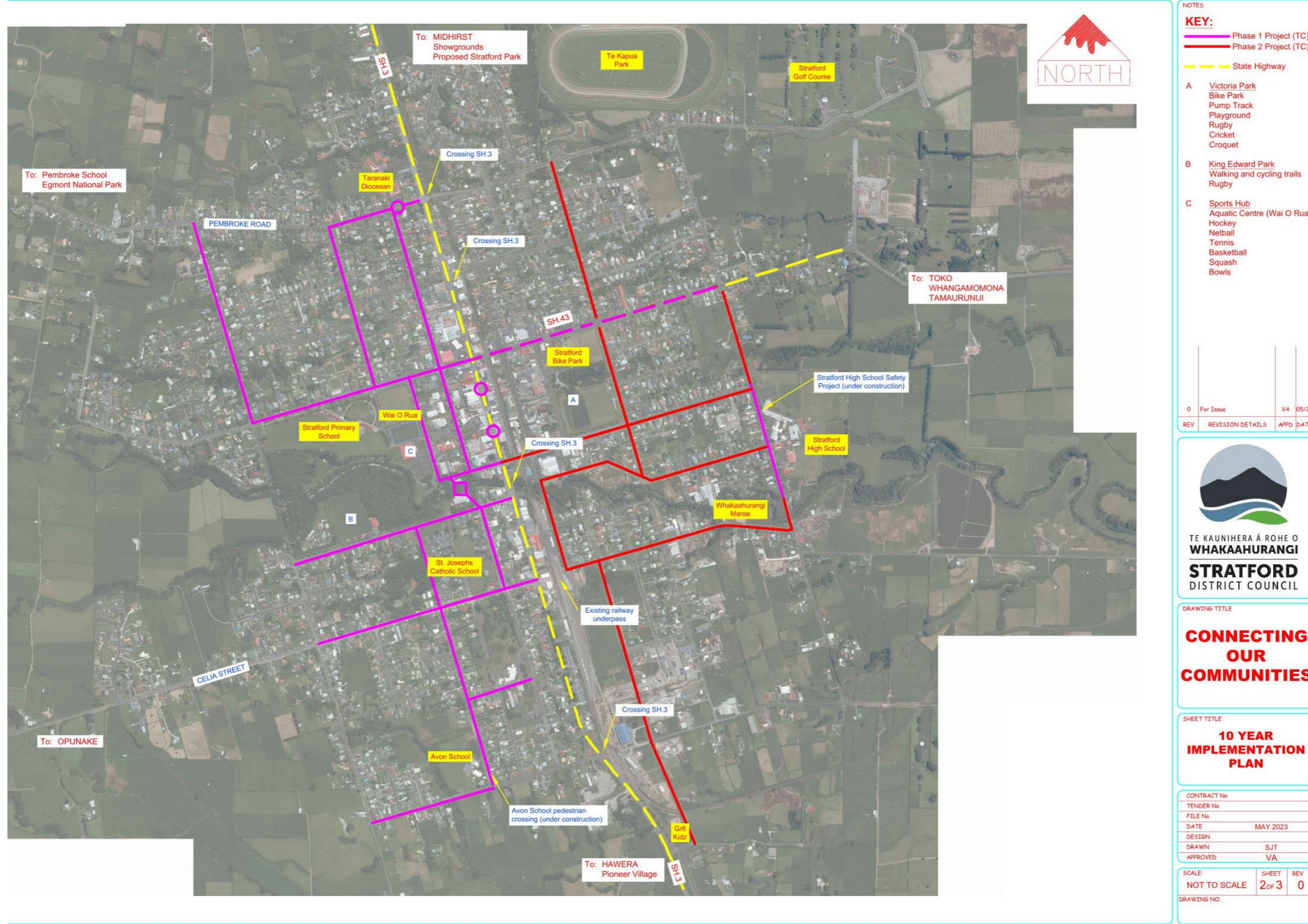
**3 YEAR DETAILED  
ACTION PLAN  
(TRANSPORT  
CHOICES)**

CONTRACT No			
TENDER No			
FILE No			
DATE		MAY 2023	
DESIGN			
DRAWN		SJT	
APPROVED		VA	

SCALE:	SHEET	REV
NOT TO SCALE	1 of 3	0

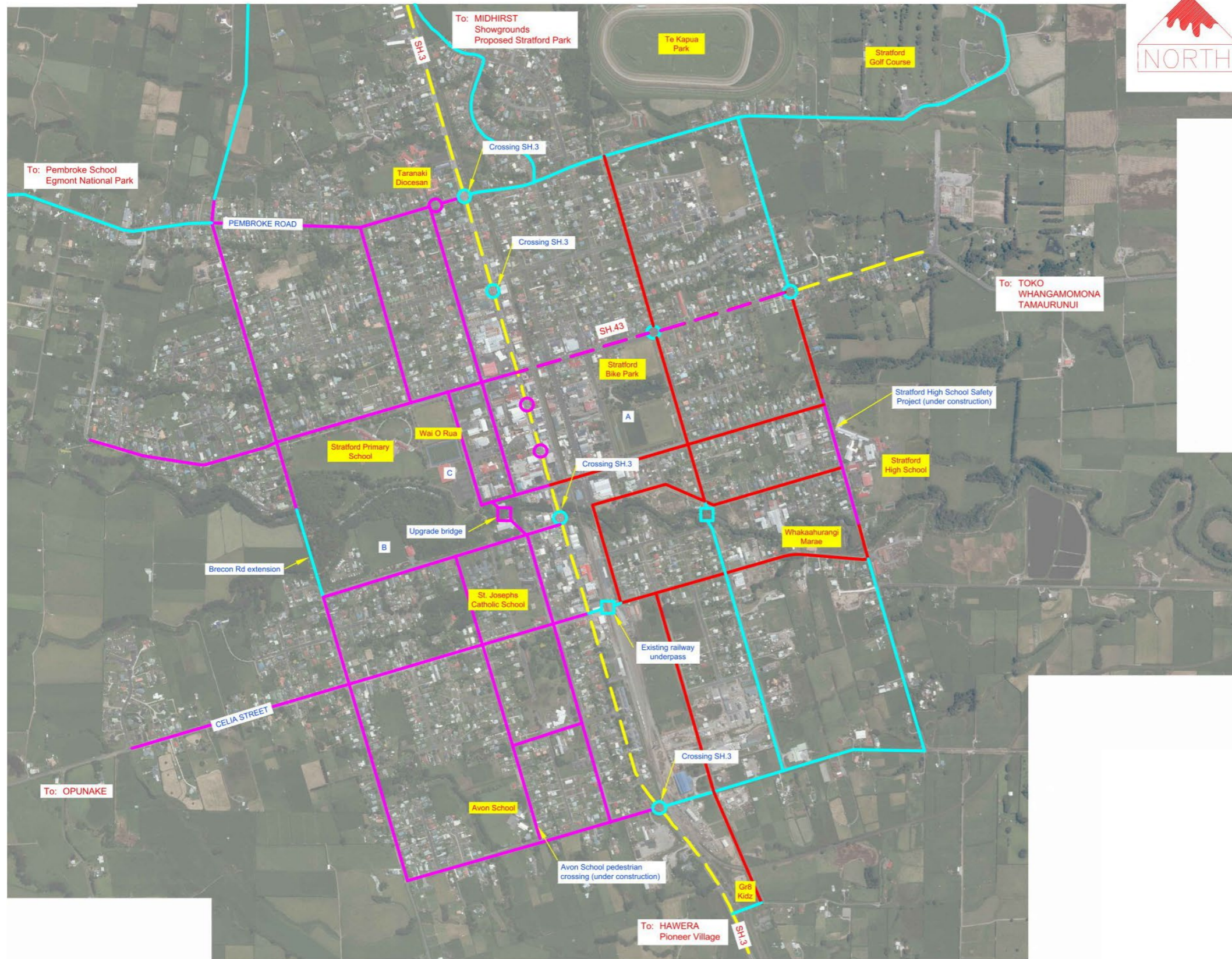
DRAWING NO.

## Appendix 5: Indicative 10 Year Implementation Plan





# Appendix 6: Indicative 30 Year Implementation Plan



**NOTES:**

**KEY:**

- Phase 1 Project
- Phase 2 Project
- Future Projects
- State Highway

**A** Victoria Park  
Bike Park  
Pump Track  
Playground  
Rugby  
Cricket  
Croquet

**B** King Edward Park  
Walking and cycling trails  
Rugby

**C** Sports Hub  
Aquatic Centre (Wai O Rua)  
Hockey  
Netball  
Tennis  
Basketball  
Squash  
Bowls

0	For Issue	VA	05/23
REV	REVISION DETAILS	APPD	DATE

TE KAUNIHERA Ā ROHE O  
**WHAKAAHURANGI**  
**STRATFORD**  
DISTRICT COUNCIL

DRAWING TITLE

**CONNECTING  
OUR  
COMMUNITIES**

SHEET TITLE

**30 YEAR  
IMPLEMENTATION  
PLAN**

CONTRACT No	
TENDER No	
FILE No	
DATE	MAY 2023
DESIGN	
DRAWN	SJT
APPROVED	VA

SCALE:	SHEET	REV
NOT TO SCALE	3 of 3	0

DRAWING NO.